

Postal History Journal



NUMBER 162

OCTOBER 2015



International War Rebels & Mail Robbery

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More Pacific Mail Steam Navigation Company

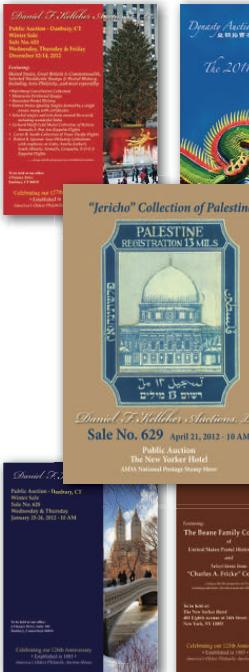
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1850s Oregon Territory P.O.D. Special Agent

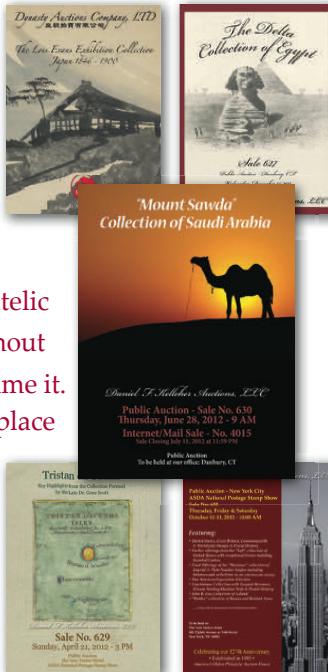
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War Rebels & Mail Robbery 1745 – 1899

by Dr. Steven J. Berlin

The mail is particularly vulnerable to robbery in times of social unrest. Three of the following communications were stolen from government mails and opened by rebels (for possible valuables and money, in some cases to help finance wars, and/or for military intelligence in the areas of conflict), and the fourth bears a threat to anyone who might steal it.

Jacobite War

Two Jacobite Rebellions in 1715 and 1745 involved religious and political differences in Britain. The term “Jacobite” derives from the Latin Jacobus and refers to all those individuals determined to put James back on the throne. In 1685 King Charles II was succeeded by his Roman Catholic brother, King James II, who was also King James VII of Scotland and King James II of Ireland. James showed religious tolerance to the Roman Catholics and to a lesser extent to the Church of Scotland which was primarily Presbyterian. The Glorious Revolution beginning in 1688 culminated in the defeat of King James at the “Battle of the Bayne” in 1690. The throne was then claimed by his daughter Mary and her Protestant husband William of Orange, who was his nephew. The first Jacobite Rebellion, also referred to as “The Fifteen” (1715) was an attempt to regain the throne for King James II.

The second Jacobite Rebellion of 1745-1746, called “The Forty-five” was led by Prince Charles Edward Stuart who arrived in Scotland from France on or about July 23, 1745. He landed on the sands of the Outer Hebridean Island with seven companions known as “Seven Men of Moidart” and went on to raise an army throughout Scotland including such well known followers as the MacDonalds and MacGregors. Prince Charles met with Lord George Murray and appointed him Lt. General of the Jacobite army.

The Jacobite Army entered Edinburgh on September 17, 1745. On September 21, Lord George Murray attacked the British Red Coats in the south completely surprising the British troops and the Battle of Preston Pass lasted all of 15 minutes. Other battles early on were also won by the Jacobites (see figure 2). However, at the Battle of Culloden (1746), Lord George Murray was badly defeated. The British hunted down those who had escaped and many of them were executed. Others died on prison ships, and some prisoners were even sold as slaves to American plantations. The rebellion ended 16 April 1746.

In the midst of this turmoil, on October 24, 1745, a letter was sent from Edinburgh, Scotland to Alexander Hamilton, a solicitor, addressed to his house in Lincolns Inn Field, London. The cover (figure 1) was interrupted when, according to a black straight line manuscript notation, it was broken open by the rebels.

The letter that combines personal greetings with business, emphasizes that the rebellion has not affected them: “The communication betwixt this City and the Castle still continues, so that we live in great peace I return you thanks for your kind invitation to me and my daughters of coming to lodge at your house. I don’t think there is any occasion for that as yet.” There is no indication that the letter contained valuables; the rebels may have thought Hamilton was passing on information detrimental to their cause.

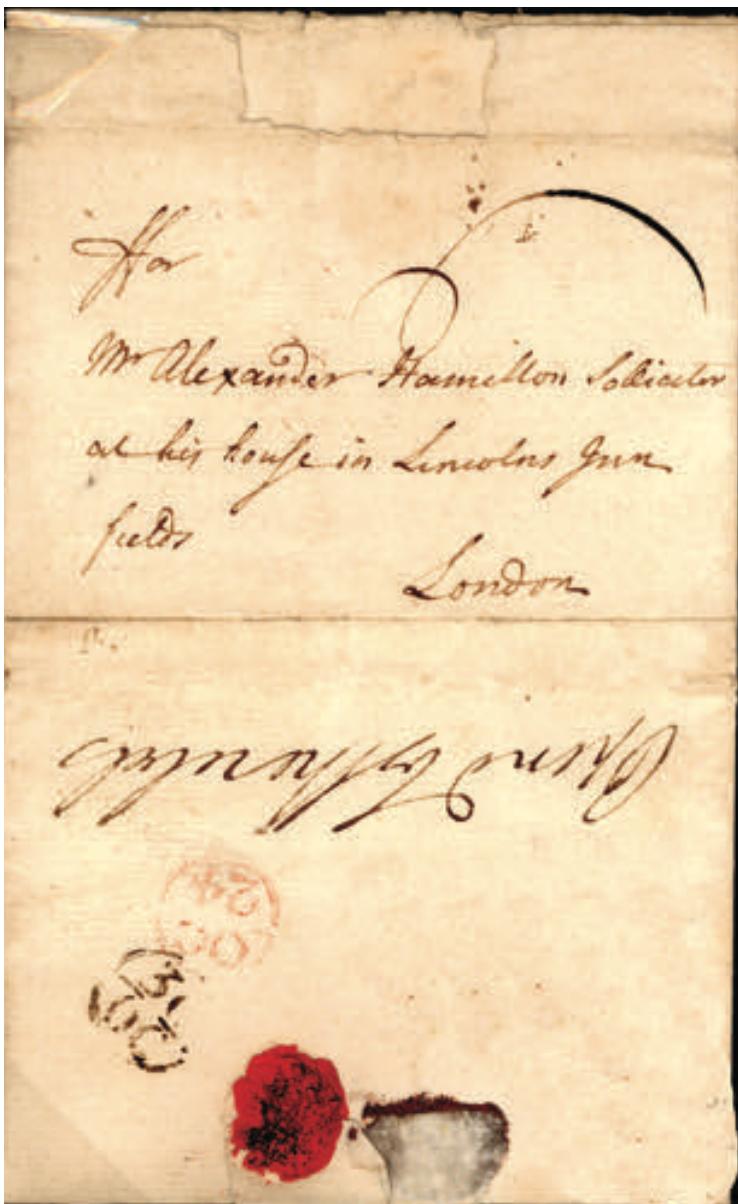


Figure 1: 1745 letter. Circular handstamp in red, OC 24, indicating when the letter was sent from Edinburgh, under the Great Mail System, rated six pence in manuscript (1711-1765 Edinburgh to London); manuscript mark in black “Opened by the rebels” with loss of original black wax seal. Apparently recovered and resealed in red wax; receiving handstamp in black, 30 OC. [earliest known documented mail robbery]

Opened by the rebels

The London Gazette EXTRAORDINARY.

Published by Authority.

THURSDAY, December 5, 1745

Bristol, December 4.

LETTERS from Lancashire, Cheshire and Staffordshire, of the 10th ult, bring Accoues, that about 200 of the Rebels had that Day come to a Fais three Miles from Manchester, leading to Knutsford, and had made a Fais over the River, by filling it with Trees that they had falle, and had advanced to Altringham: That by the same Day crossed the River at Goyt Ford to Cheshire, two Miles from Stockport, and had returned directly after to Manchester by Cheshire Ford: That so had crossed the Ford at Stockport that Afternoon, thid three about Half an Hour, gave out that they should bring a large Body of Forces to Stockport that Night, and that they had kiffed great Numbers of Men at Manchester, so which Place they returned. They had 16 Peas of Cannon at Manchester, great Number of cover'd Waggon, and near 100 Horse laden. They talk'd differently about the Route they intended to take: some giving out they should march direct to Cheshire, and others into Derbyshire. The same Day 400 were at Warrington; two of whom, who had crossed the River, were slain by the Liverpool Soldiers, hand-cuff'd, and sent to Chester.

Losses of the 1st Infantry, that friend Partition of the Rebels had crossed the Mersey at different Places upon the 29th at Night, and early in the Morning of the 1st Instant, and were marching by different Routes towards Macclesfield. The Horse and Artillery passed at Cheshire Ford. The Bridges were made of Trees (chiefly Poplars) fell'd for that Purpose, and Planks laid across; and all the Country People that could be found, were compelled to assist them in it. They prov'd or rather took away all the Horses they could meet with about Manchester,

[Price Two-Pence.]

before they cross'd the Mersey, and obliged several Gentlemen, who had left their Books out of the Way, to send them back. By Break of Day upon the 1st, a Party of Horse came to Altringham, bespoke Quarters for a Body of Foot, which arrived there about Ten, and then set out for Macclesfield with a Guide. The Party which lay at Altringham were very diligent to know what Number of the King's Forces there was at Knutsford. At Eleven o'Clock, about 100 Horse came into Macclesfield, and ordered the Bellman to propose Quarters for 500 Men, who came in there about Two o'Clock, with the Artillery and the Provost's Guard, who lay there that Night. The Vanguard, which consist'd of about 200 Men, and which had Orders to be in Rendlesham to march at Eleven at Night, was quartered at Binton Croft, on the Congleton Side of Macclesfield. All that Evening they were very busy fitting their Peas, filling them, and putting them into Order. They had given out that they should call at Knutsford, and that they did not, seem to be owing to their having heard that there were 2000 of the King's Troops in that Place. In the Middle of the Night 40 of them were at Buckley Hill in Pursuit of two Detours.

By Letters of the 4d there are Accoues that the Party which lay at Altringham the Night before, marched early that Morning towards Macclesfield.

Foot-pdr'd Horse and I. Three and four that the Twopenny small Party, Place calling the Newcom, are very few.

(*) Express is sent to give Notice to the Duke of Cambridge.

Warrington, December 5.
Letters from Edinburgh of the 29th ult and 1st Infantries arrives, that the Rebels at Macclesfield had got Possession of the Meddy's Sloop the Hazard, and impounded Captain Hill and his Crew: That with the Cannon taken out of the said Sloop, and those of a French Ship, they had erected Batteries at the Mouth of that Harbour: That there was also an Account of the Landing of 400 Irish and Scotch, with Lord John Drummond, in six Transports, from Dartmouth, at Montrose, Stornoway, and Porthhead: That the Rebels in and near Perth, by this Reinforcement, were 3000 strong, and that having Advice that they intended to force a Passage near Stirling, Lieutenant General Hawley had therupon ordered a considerable Force to march thither in order to oppose them. That they had likewise an Account, that Admiral Byng with some of his Majesty's Ships, was since arrived, and cruising off the said Harbour.

Figure 2: The London Gazette Extraordinary, Thursday, December 5, 1745 describes the rebels organizing forces, equipment and manpower, horses and lodging of their men in preparation for their forthcoming battles with the British.

U.S. Civil War

The America Civil War exploded in 1861 when seven Southern states seceded from the Union to form the Confederate States of America and several other states joined them. Severe tensions between the northern and southern parts of the United States concerning expanding federal authority and States rights and antislavery issues pitted families against families and neighbors against neighbors. The war was the costliest war ever fought on American soil both in materiel and loss of American lives from the North and South both. The Confederate Army surrendered in 1865.



Figure 3: Julius Bien & Co.'s 1895 map of the United States as of December 1864, showing the Confederacy, and with Cairo indicated. [Courtesy David Rumsey]

Cairo, Illinois had a population of over 2,000 inhabitants and was a major steamboat port along the Mississippi River. This was of major importance for the transportation of goods to military forts along the river as both Generals Grant and Foote of the Union Army had headquarters there. The Mississippi River was also a route for the Confederate armies who would attack and try to close the river shutting down the northern army's ability to move troops and supplies. The Mississippi River was reopened on Saturday, January 24, 1863, just two days after the mailing of the letter in Figure 4.

On January 22 1863 a letter mailed to Miss Sophia J. Webster in Wausau, Indiana from Cairo, Illinois was delayed and a black manuscript notation; "Opened by the Rebels" was applied. A circular Cairo datestamp Jan. 23, 1863 may have been the recovery date. It was noted in *Harper's Weekly*, Saturday, January 24, 1863 that there were: "raids of the rebel guerillas upon our supply trains and railway communications out west" but that in time they will reopen the Mississippi River. The delay in mailing was just a day making it unlikely that this robbery happened in Southern Indiana where Morgan's Raiders were causing havoc. In some instances, Confederates interrupted the mail to see what type of intelligence could be found. Cairo, as well as other areas in Illinois, had many Southern sympathizers to help with needed information on troop and supply

movements. An area of special concern to the Confederates was Camp Douglas near Chicago, that became a permanent prisoner of war camp from January 1863 to the end of the war in May 1865.



Figure 4: Letter, circular datestamp Cairo Ill Jan 22 1863; black manuscript “Opened by the Rebels”; circular datestamp Cairo Ill Jan 23 1863. [Only known cover to be marked as “opened by the rebels.”]



Figure 5: Woodcut illustration from Frank Leslie's Illustrated Newspaper of September 28, 1861, captioned: “Arrest of the U.S. Mail coach by Lieutenant Wilson, U.S. Cavalry, fifteen miles from Washington, on the line of the Potomac, and capture of a load of Secessionists. - From a sketch by our special artist with Gen. McClellan's command.”

The Matabele Wars

As with the Jacobite Wars, there were two Matabele Wars. The 1st Matabele War, in what was often called Matabealand but became part of Rhodesia 1893-1894, pitted the British South Africa Company against the Matabele Kingdom. The Matabele nation feared the white British military with their powerful weapons – the natives had a huge number of spearman representing as many as 80,000 and perhaps as many as 20,000 riflemen who were poorly trained. In 1893, Wilson's Patrol, a British force, was massacred by the rebels at Shangani – just one of the attacks along the Gwelo River on wagons that might have been carrying the mails or messages between the British forces. Even though the British were outnumbered, their experience and training was too much for King Lobengula and his people and the war ended very quickly.



Figure 6: A map of Matabealand (Rhodesia) showing the political situation in the 1890s. (Courtesy, the Baden Powell Library)

The 2nd Matabele War, 1896-1897, also known as the Matabeleland Rebellion took place in what was considered Rhodesia (now Zimbabwe). In Rhodesia, this war was also called the First Chimurenga. The revolt started in March 1896 when the Ndebele people revolted against the British South Africa Company for taking liberties, causing disease and other insults. The spiritual leader of the Ndebele people was Mlimo who was credited with fomenting this confrontation. Prior to this British settlers were privy to rumors that settlers were being killed by several young Ndebele natives. Over 2,000

British citizens and others warriors came in from the countryside to Bulawayo, developing a defensive position that led to the “Siege of Bulawayo.” There were very few police or British troops in the area as many of them had disbanded after the 1st war to join the Klondike Gold Rush and the first Boer War, but Mlimo was assassinated prior to the siege and his death caused his followers to lose faith. The major error of the Ndebele forces however was their failure to cut the telegraph lines connecting Bulawayo to Mafeking where a large number of British soldiers were stationed, just a ten-day wagon trip away. This gave the forces the information needed to protect themselves until relief came. However, we know some of the mails were interrupted by the native rebels called “Shangani Rebels”.

On March 21. 1896 a letter was sent from Umtali, Rhodesia to London, with arrival back stamp dated July 11, addressed to Henry Sargent, Esq. at the Admiralty in London. He was a lieutenant in the Naval Reserve and may have also worked as a postman for the British Admiralty. This cover left Umtali the date of the 2nd Matabele Rebellion broke out, was stolen, and then recovered from the Rebels at Shangani. The mail coach was attacked by rebels around the same day the 2nd Matabele Rebellion took place. The mail coach was reported looted and the mail scattered over the road. Six weeks later this letter was retrieved - the cover muddy and the adhesive stamps washed off – and the situation explained by an endorsement in red ink. The war ended in October 1897.



Figure 7: Recovered envelope, sent March 21, 1896, circular handstamp Umtali, with endorsement “Recovered from Mail Stolen by the Rebels at Shangani (Initials P.O. Bal, Contents Missing.)” The initials “CR” are those of C. Ross, Assistant Postmaster in Bulawayo. [Finest example of two known covers from the 2nd Matabele Rebellion. Ex. Michael Knight.]

Uganda

Uganda has a poorly documented history with few records of early settlement. In the 19th century, the Buganda Kingdom, ruled by Kabaka (traditional kings), was prominent and allied to the powerful Shirazis of Zanzibar. The economy relied heavily on the slave trade and in 1894 Buganda was declared a British Protectorate with control extended to Bunyoro, Ankole and Toro. Uganda was not colonized until the Imperial British East Africa Company set up in Buganda with the Kabaka's permission to protect the areas.

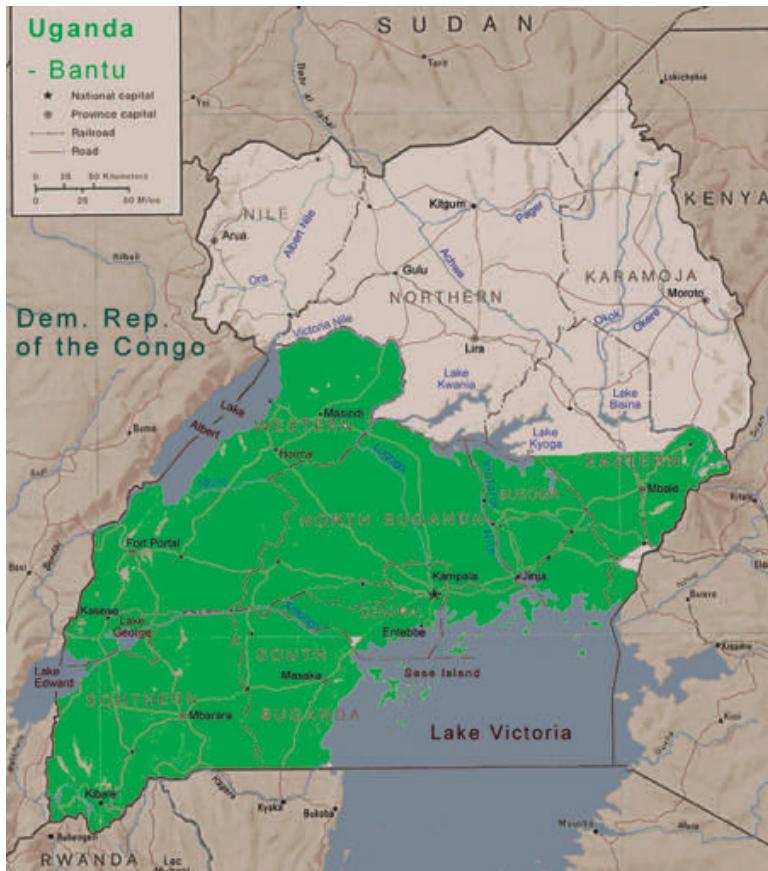


Figure 8: Modern map showing the traditional boundaries of the Bantu in Uganda.

The letter in figure 9 was mailed August 23, 1899 from Toro, Uganda to Major General Sir Francis de Winton, R.A. (Royal Artillery), CB (Companion of Bath), GCMG (Grand Cross of the Order of St. George and St. Michael) to Ambassadors Court, St. James Palace in London. This communication was carried for five weeks by a runner to Mombasa. A back stamp was applied on September 30, 1899. It then went by ship to London through the Mediterranean Sea and arrived in London, back stamped October 30, 1899. A black manuscript stating "He is a vile scoundrel who will steal this letter for sale of these stamps!"



Figure 9: Cover, circular handstamp Toro, Aug 23 1899; backstamp Mombasa 30 SP 99; backstamp London OC 30 99. With manuscript threat about stealing, and a red wax seal, on verso.

That letters actually were delivered when the outlying areas had so much difficulty in transporting the mail, particularly after a 30 day runner was able to make this connection without being attacked by rebels, is amazing to me. Perhaps all mail during those times might best have issued a similar warning to vile scoundrels. War is an ugly situation causing much death and destruction. It also limits various communication avenues often preventing and/or the destruction of mail. Perhaps various armies even teach the advantages of mail robbery. We have just touched on a small part of postal history as it relates to enemy depredation - the author would be grateful for any information on these covers or any others related to mail robbery during these few times in history, and would like to personally thank Diane DeBlois for help on research and to Becky Duvall who took the task of helping in the preparation of this manuscript.

Dr. Steven J. Berlin is the Medical Director of Ogenix Corporation, a wound care company that has developed new technology for healing diabetic and difficult to heal wounds. He is a life member of the APS, Treasurer of the Wreck and Crash Mail Society. He is also a member of the Postal History Society and several other philatelic organizations. His email address is <drstevenjberlin2916@gmail.com>

The Pacific Steam Navigation Company, Redux

by Jim Baird

Commencing with the *Postal History Journal* of October 2001 (No. 121) and running in five more numbers to conclude with the October, 2003 issue (No. 126), we had the distinct pleasure of publishing an exceptionally well researched series of articles written by Postal History Society member Percy Bargholtz on the Pacific Steam Navigation Company (“PSNC”). For readers not familiar with PSNC, it operated along the West Coast of South America for a century commencing in 1840. Barholtz’s articles, six of them, concentrated on the Company’s early years from 1840 to 1860 and included in the last number sailing tables for the years 1840 through 1854. The importance of this information, to be found nowhere else, is of inestimable value to the postal historian studying the company’s operations and mails originating and carried by steamships from Peru, Chile, Ecuador, New Granada and Bolivia.

While it must have taken Mr. Bargholtz many, many days and hours digging through mid-nineteenth century newspapers published in these countries to compile the information offered in the sailing tables, the unfortunate fact has been that ship sailings for only 14 years were covered.

My interest in the PSNC and mails which it carried that ended up in the United States is relatively new. Gathering up what I could find of published sources – and having pored over Mr. Bargholtz’s fine work, I thought to write to him opening up a correspondence with the world expert on my new subject. In my letter to him, I asked if he knew of anyone who had worked to extend the sailing table – and he answered by sending me five additional years of the principal route Valparaiso/Callao/Panama. It is published here. Thank you, Mr. Bargholtz!

PSNC Mail Steamer Dates, 1855-1859

Valparaiso - Callao - Panama

These tables cover the sailings of the Pacific Steam Navigation Company’s (PSNC) steamers on the main Valparaiso - Callao - Panama line beginning from 1855. Earlier years were covered in the tables available in the *Postal History Journal* for October 2003.

Regrettably, it has not been possible here to present as complete information about the steamer movements as for the earlier period. It has turned out to be particularly difficult to find information about the steamer movements at Callao. This means that, although the name of the steamers that carried the mails can almost always be determined, the exact arrival or departure dates at Callao often cannot be shown. However, by this time the PSNC steamers were able to keep their regular published schedules quite well, except when there was an accident. In most cases, it is thus safe to infer a Callao date from the known dates for Valparaiso or Panama.

The dates shown here are compiled from several sources. For Valparaiso an almost complete file of the local newspaper *El Mercurio* has been available on microfilm. This newspaper printed daily port lists, recording arrivals and departures. For Panama and Callao the information is primarily from *Lloyd’s List* but *The Times* (London) has also been of help.

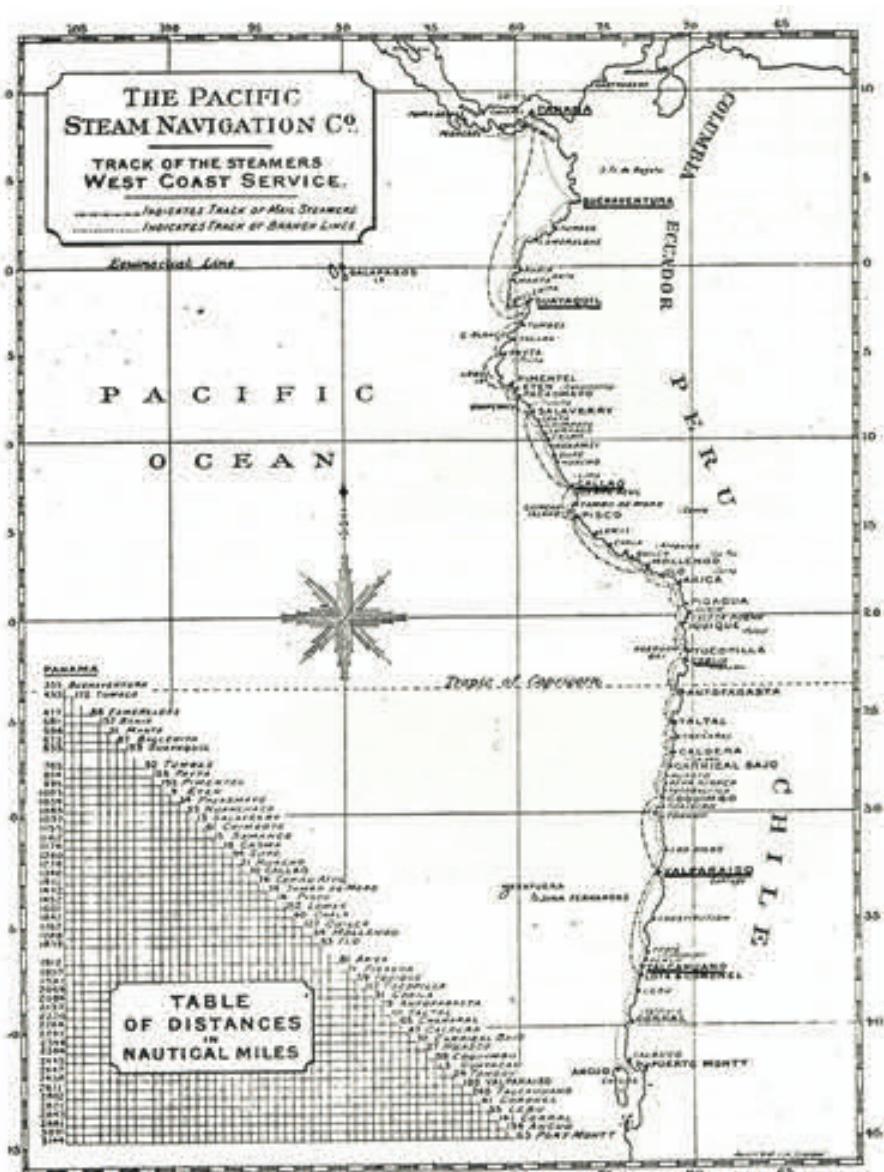


Figure 1: Route map from A. R. Doublet, Pacific Steam Navigation Company: Its Maritime Postal History, 1840-1853, London Philatelic Society, 1983.

General notes to the tables:

1. The tables are drawn up under the convention that a packet round trip starts from Valparaiso, goes up to Panama and then back to Valparaiso again. The shorter trips between Valparaiso and Callao are treated as the first and last leg of theoretical full round trips; in this way a strict date order of departures and arrivals at Valparaiso can be maintained.
 2. A hyphen in a date column means that there is no sailing to list. A blank means that there was a sailing, but that no specific source has been found. A date in brackets indicates that this was the likely date but that there is some conflicting information.

Valparaiso departure	Callao		Panama		Callao		Valparaiso arrival
	arrival	departure	arrival	departure	arrival	departure	
1855							
15 Jan	Bogota	25	Bogota	20	Valdivia	25 Feb	27 Lima
31 Jan	Bogota	9 Feb	11 Bogota	3 Mar	Bogota	10	9 March
15 Feb	Lima	24	25 Valdivia	7 Mar	Valdivia	25	22 March
28 Feb	Santiago	11 Mar	12 Santiago	21 (31)	Valdivia	9 Apr	6 April
16 Mar	Lima	25	27 Valdivia		Santiago	12	22 April
31 Mar	Bogota	9 Apr	11 Valdivia	29	Valdivia	26*	9 May
8 Apr	New Granada	18 (19)	New Granada				22 May
15 Apr	Lima	25	27 Lima				-
30 Apr	Bogota	9 May	Valdivia	7 May (14)	Valdivia	-	-
15 May	Santiago		Valdivia	19	Lima	29 Santiago	6 June
31 May	Bogota		Valdivia	31	Lima	-	22 June
15 Jun	Santiago		Valdivia	5 Jun	Valdivia	27 Santiago	8 July
30 Jun	Lima	9 Jul	Valdivia	(20) Jun	Valdivia	30	22 July
15 Jul	Santiago		Valdivia	5 Jul	Bogota	15 Bogota	6 August
1 Aug	Lima	9	Valdivia	20	Valdivia	29	22 August
15 Aug	Bogota	24	Valdivia	5 Aug	Valdivia	14 Valdivia	22 August
31 Aug	Lima	9 Sep	New Granada	14	New Granada	24	6 September
15 Sep	Bogota	9 Oct (10)	Valdivia	22	New Granada	30 New Granada	22 September
30 Sep	Lima	15 Oct	New Granada	5 Sep	Valdivia	14 Valdivia	7 October
15 Oct	Bogota		Valdivia	20	New Granada	29 New Granada	22 October
31 Oct	Lima		New Granada	5 Nov	Valdivia	10 Oct	6 November
15 Nov	Bogota		New Granada	20	Valdivia	14 New Granada	22 November
30 Nov	Santiago	9 Dec	Valdivia	22	Valdivia	9 Nov	7 December
15 Dec	Bogota		Valdivia	29	Valdivia	27 Bogota	22 December
31 Dec	Santiago		New Granada	14	Lima	Santiago	22 December

* The steamer Santiago ran out of coal at Ancon, north of Callao. The mulls were brought in on 26 April by a small vessel, while the PSNC steamer was later towed in to Callao.

	Valparaiso departure	Callao arrival	Callao departure	Panama arrival	Panama departure	Callao arrival	Callao departure	Valparaiso arrival
1856								
15 Jan	Lima	24		15	15	28	Lima	9 March
31 Jan	Santiago	9 Feb	11	NewGranada	18 Mar	10	Bogota	23 March
15 Feb	Lima	24		Bolivia	8 Mar	28	Lima	7 April
29 Feb	Santiago			Santiago	21	30	Bogota	23 April
16 Mar	Lima			NewGranada	6 Apr	15	Santiago	8 May
1 Apr	Bogota	10		Bolivia	20	30	NewGranada	23 May
16 Apr	Lima			"	"	27 May	Bolivia	4 June
1 May	Bogota			Lima	6 May	15	Bogota	7 June
16 May	Santiago	25		NewGranada	21	30	"	23 June
1 Jun	Bogota	10		Bolivia	6 Jun	15	Bolivia	"
17 Jun	Santiago			NewGranada	22	30	Lima	23 July
1 Jul	Bogota			Bolivia	7 Jul	15	NewGranada	9 August
16 Jul	Valladolid			"	23 Jul	30	Santiago	Santiago
1 Aug	Lima	10		Bogota	21	30	Bolivia	9 August
16 Aug	Santiago	25		NewGranada	6 Aug	15	NewGranada	23 August
1 Sep	Lima	10		Bolivia	21	30	Bolivia	7 September
16 Sep	Santiago			NewGranada	6 Sep	15	Bogota	24 September
1 Oct	Lima	10		Santiago	7 Oct	15	Bolivia	8 October
16 Oct	Bogota	25		NewGranada	21	30	Santiago	23 October
1 Nov	Lima			Bolivia	6 Nov	15	NewGranada	7 November
16 Nov	Bogota			Lima	21	30	Bolivia	21 November
1 Dec	Santiago			NewGranada	6 Dec	15	NewGranada	8 December
16 Dec	Bogota			Bolivia	21	30	Bogota	23 December
19 Dec	Inca**			NewGranada	6 Jan	15	Lima	7 January, 1857
				Bolivia			Santiago	23 January
				Bogota			Bogota	7 February
				"			Lima	

* The Santiago hit a rock 200 miles south of Pisco and returned back to Callao. The mail was brought to Valparaiso by the Peruvian steamer *José*, arriving 16 July.

** The Inca was a new steamer, which arrived from England on 17 December 1856.

Valparaiso departure	Callao arrival	Panama arrival	Panama departure	Callao arrival	Callao departure	Valparaiso arrival
<u>1857</u>						
1 Jan	Santiago	Bolivia	21	30	NewGranada	Valparaiso
16 Jan	Bogota	Bogota	6 Feb	15	Bogota	Bogota
1 Feb	Valparaiso*	NewGranada	22	28	NewGranada	Valparaiso
16 Feb	Lima	Lima	9 Mar	15	Lima	24 March
1 Mar	Santiago	NewGranada	21	30	NewGranada	7 April
(1) Mar	Valparaiso	-	-	-	-	23 April
16 Mar	Bogota	Bogota	6 Apr	15	Bogota	Bogota
1 Apr	Valparaiso	10	NewGranada	6 May	15	Valparaiso
16 Apr	Lima	Lima	21	30	NewGranada	23 May
1 May	Valparaiso	10	NewGranada	6 Jun	15	Valparaiso
16 May	Bogota	Bogota	21	1 Jul	Bogota	23 June
1 Jun	Valparaiso	10	NewGranada	7 Jul	15	Bolivia
16 Jun	Lima	Lima	21	30	NewGranada	8 July
1 Jul	Valparaiso	Valparaiso	6 Aug	16	Bogota	23 July
16 Jul	Bogota	Bogota	21	30	Valparaiso	7 Aug
1 Aug	Bolivia	NewGr?	6 Sep	15	Bolivia	7 Aug
16 Aug	Lima	NewGranada	21	30	NewGranada	Bolivia
1 Sep	Bolivia	Bolivia	7 Oct	15	NewGranada	23 August
16 Sep	Lima	NewGranada	21	30	Valparaiso	7 September
1 Oct	Valparaiso	Valparaiso	6 Nov	15	Valparaiso	23 September
16 Oct	Lima	NewGranada	21	30	Bolivia	9 October
1 Nov	Bolivia	Bolivia	7 Dec	15	NewGranada	23 October
16 Nov	Lima	Lima	21	30	Valparaiso	7 November
1 Dec	Bogota	Bogota	6 Jan	16	NewGranada	23 November
16 Dec	Valparaiso	24	NewGranada	-	-	8 December

* The Valparaiso was a new steamer, which arrived from England on 19 January 1857.

** The Inca returned to Valparaiso to work the local Chile service after the Valdivia was lost in December 1857

Valparaiso departure	Callao arrival	Callao departure	Panama arrival	Panama departure	Callao arrival	Callao departure	Valparaiso arrival
1858							
1 Jan	Bogotá		Bogotá	21	30	Lima	10 Feb
16 Jan	Valparaiso	NewGranada	NewGranada	6 Feb	15	Bogotá	13
1 Feb	Bolivia	Bolivia	Bolivia	21	28	Bolivia	Lima
16 Feb	Valparaiso	Valparaiso	Valparaiso	8 Mar	15	Valparaiso	25
1 Mar	Lima	Bolivia	Bolivia	21	30	Bolivia	Lima
16 Mar	Bogotá	Bogotá	Bogotá	6 Apr	15	Bogotá	28
(1) Apr	Lima	Bolivia	Bolivia	21	30	Bolivia	Bogotá
16 Apr	Valparaiso	Valparaiso	Valparaiso	6 May	15	Valparaiso	10 May
1 May	Lima	Lima	Lima	21	30	Lima	25
16 May	Bogotá	Bogotá	Bogotá	6 Jun	15	Bogotá	10 Jun
1 Jun	Bolivia	Bolivia	Bolivia	21	15	Bolivia	Bogotá
16 Jun	Valparaiso	Valparaiso	Valparaiso	15	24	Valparaiso	10 Jul
27 Jun	Inca*	4 Jul	-	-	-	-	13
1 Jul	Lima	Lima	Lima	21	30	Lima	Bolivia
16 Jul	Bogotá	Bogotá	Bogotá	6 Aug	(15)	Bogotá	Bogotá
1 Aug	Bolivia	Bolivia	Bolivia	20	30	NewGranada	Bolivia
16 Aug	Valparaiso	Valparaiso	Valparaiso	6 Sep	15	Lima	Lima
1 Sep	Bolivia	NewGranada	NewGranada	21	30	Valparaiso	28
(Bogotá)	(Bogotá)	(Bogotá)	(Bogotá)	7 Oct	15	NewGranada	13
1 Oct	Bolivia	Bolivia	Bolivia	21	30	Bolivia	NewGranada
16 Oct	Cloia**	Cloia	Cloia	6 Nov	Nov	9 Nov	Bolivia
1 Nov	Valparaiso	Valparaiso	Valparaiso	20	30	Bogotá	Cloia
16 Nov	NewGranada	NewGranada	NewGranada	7 Dec	15	Valparaiso	NewGranada
1 Dec	Bolivia	Bolivia	Bolivia	22	30	NewGranada	Bolivia
		Cloia	Cloia	6 Jan	15	Bolivia	

* When a new more suitable steamer became available for the local Chile services, the *Inca* returned to Peruvian waters.

** The *Cloia* was a new steamer that arrived out from England on 14 June 1858. She was intended for the mainline service, but on arrival was first put on temporary duty to make it possible to release the *Inca* from the local service in Chile.

Valparaiso departure	arrival	Callao	Panama	arrival	departure	arrival	departure	Callao	arrival	departure	Valparaiso arrival
1859											
16 Mar	New Granada	21	30	Callao	Bolivia	Bolivia	Bolivia	Callao	11 March		
1 Apr	Valparaiso	7 Feb	28	Callao	Callao	Callao	Callao	Callao	23 March		
16 Apr	Chili	21	10 Mar	Callao	Callao	Callao	Callao	Callao	6 April		
	New Granada	10 Mar		Callao	Callao	Callao	Callao	Callao	23 April		
	Chili	21	30	New Granada	8 May						
	Bolivia	6 Apr		Callao	Callao	Callao	Callao	Callao	23 May		
	New Granada	21	30	Callao	Callao	Callao	Callao	Callao	7 June		
	Chili	6 May		Callao	Callao	Callao	Callao	Callao	11 June		
				Callao	Callao	Callao	Callao	Callao	23 June		
1 May	Valparaiso	Bolivia	21	30	Callao	Callao	Callao	Callao	Callao	8 July	
	Callao	New Granada	6 Jun	15	New Granada	24 July					
	Valparaiso	Valparaiso	21	10 Jul	Callao	Callao	Callao	Callao	Callao	7 August	
	Callao	New Granada	8 Jul	(25)	New Granada	24 August					
	Bolivia	Bolivia	21	30	Bolivia	Bolivia	Bolivia	Bolivia	Bolivia		
	Lima*										
15 Jul	Callao	27	Callao	5 Aug	Callao	Callao	Callao	Callao	Callao	7 September	
16 Jul	Callao	28	Loca	Valparaiso	21	30	Valparaiso	Valparaiso	Valparaiso	23 September	
							Lima	Lima	Lima	8 October	
1 Aug	Valparaiso	Lima	Bolivia	20	Callao	Callao	Callao	Callao	Callao	24 October	
		Callao	Callao	6 Oct	Callao	Callao	Callao	Callao	Callao	7 November	
	Valparaiso	Callao	21	15 Nov	Lima	Lima	Lima	Lima	Lima	23 November	
	Lima									8 December	
	Bogota **										
16 Aug	Bolivia	12 Nov	Valparaiso	25	-	-	-	-	-	23 December	
1 Sep	Bolivia	21	30	Bolivia	9 Dec	Bolivia	Bolivia	Bolivia	Bolivia	7 January, 1860	
16 Sep	Callao	6 Dec	Callao	15	Callao	Callao	Callao	Callao	Callao	23 January	
1 Oct	Valparaiso	20	Bogota	20	Bogota	Bogota	Bogota	Bogota	Bogota	7 February	
16 Oct	Lima	7 Jan	Lima	7 Jan	Lima	Lima	Lima	Lima	Lima		
28 Oct											

* The *Lima* had been back in England to have an engine upgrade and had returned on 13 July 1859.

** The *Bogota* had been back in England to have an engine upgrade and had returned on 27 October 1859.

1850s Oregon Territory P.O.D. Special Agent

by Diane DeBlois

Last year I was contacted by the research team attached to a television program called “Who Do You Think You Are?” – because they were preparing an episode that focused on a descendant of an Oregon Territory postal agent. Over several communications with Shed Media I filled in rather more information than they could use, and they planned to fly me to Oregon to film a portion of the broadcast. Unfortunately, their shooting schedule was entirely dependent on the availability of the famous person (whose identity I couldn’t learn until the episode was shot) and, because I was unavailable, they used a voiceover and another “talking head.”

Episode 510 was about the ancestors of Tony Goldwyn, an actor and director who is a grandson of both the film pioneer Samuel Goldwyn and the screenwriter Sidney Howard (*Gone with the Wind*, for instance). Nathaniel Coe, 1788-1868, was his three-times great grandfather. Coe was a Whig politician in the New York State legislature known for introducing a successful bill to punish seduction, and the television researchers revealed that, in the town of Nunda New York, he and his wife Mary (1801-1893) were stalwarts in the moral reform movement. In 1851, the Whig President Millard Fillmore had Daniel H. Lownsdale removed as Special Agent of the Post Office Department in the Oregon Territory and appointed Nathaniel Coe in his stead.

Accompanied by his son Eugene Francis, aged 15, Nathaniel journeyed to Oregon by way of the Isthmus of Panama (see Figure 1). He established his headquarters above the falls on the Willamette River on a boat named *Canemah* (now a town name just above Oregon City). In 1852, he sent for the rest of his family, his wife Mary and three sons Lawrence, Charles and Henry. Letters to Coe in Oregon describe their journey to Aspinwall on the steamer *George*, crossing the isthmus by mule, and then on the steamers *California* to San Francisco and *Fremont* for Portland. They settled in Portland and, when Nathaniel was removed as Special Agent at the end of 1853, they established a fruit farm at Dog River (Mary is credited with changing the settlement’s name to Hood River). A large Coe family correspondence is held by the Oregon Historical Society in Portland.

The television programming – that followed Tony Goldwyn to Albany and Nunda, and to several Oregon locations – framed an understanding of Nathaniel and Mary Coe as true partners in a long marriage, as reformers but also as believers in Manifest Destiny who were proud to be part of the civilizing force in Oregon that would naturally drive out the Yakima and pave the way for modernity.

Nathaniel’s ticket west, both literally and figuratively, came with his appointment in the Post Office Department. Several government agents were appointed by the President to safeguard the mail from New York to San Francisco. But Coe was appointed to round out the annual responsibility (and thereby earning, to June 30, 1851, \$228.56 of a full annual compensation of \$1600) of a “Special Agent of the Post Office Department” to be held accountable for “Mail Depredations.” That is, to safeguard the mails and to act, to a certain extent, as an advance scout for the development of the postal service. There were just 59 Special Agents in the whole country at that time. (The best view of what they experienced is *Ten Years Among The Mailbags Or Notes From The Diary Of A Special Agent Of The Post-Office Department* written by Special Agent John Holbrook, 1855.)

Otherwise, in the Oregon territory in 1851 were mail agents John R. Bergan, J.D. Miller, and the postmaster at Portland, E.B. Comfort, and postmasters at several other post offices (see charts, pages 22-24; compensation figures are from the biennial Official Registers).

To help understand the draw for Coe of such an appointment, it was important to realize how lucrative was his annual compensation – the postmaster of the largest office in the Territory earned just \$614; moreover Coe's expenses were recompensed separately. In his last year as Special Agent, for instance, Coe was paid \$77.09 on top of the \$1,600 annual salary. With such funds, he could buy the richest, and most protected, land in the Columbia River Valley.

Coe would have had the opportunity to inspect the whole of the Territory for the best homesteading. The spread of the post offices in Oregon, mostly along the waterways, that he was called upon to inspect would have allowed him unusual access. I delved into the Congressional reports of contracts and changes to them that fell under Coe's tenure. Especially interesting are the clusters on rivers (no mode of carriage was specified in the letting announcements) which emphasized how little road traffic there was, and gives a sense of how Coe must have traveled himself. The Special Routes (at the end) would have particularly been his to decide (see chart next page, and map Figure 2).

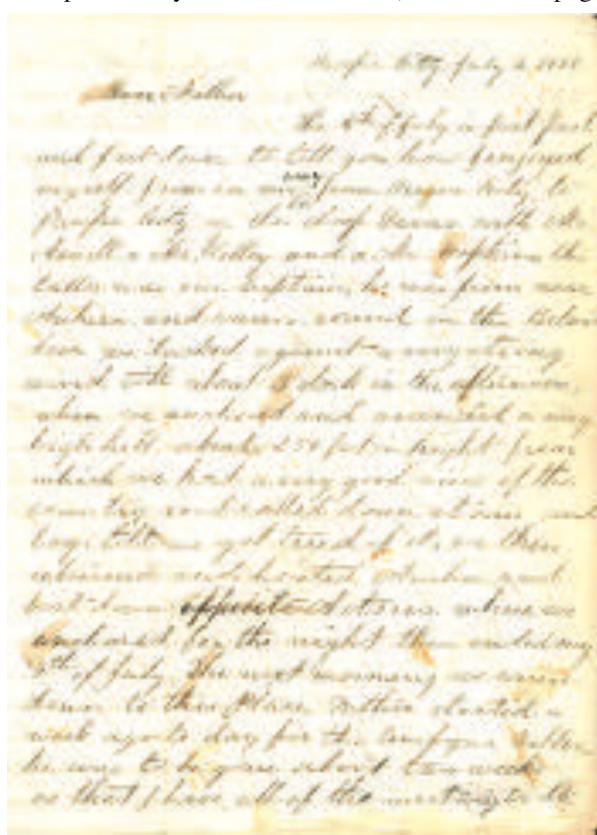


Figure 1: First page of a letter from son Francis to Mary Coe, datelined Pacific City, July 6, 1851, Oregon Territory to Nunda, New York. Father Nathaniel was just setting off on a two-week postal inspection tour of the Umpqua Valley. [Courtesy Oregon Historical Society]

To understand why Washington was prepared to invest so much in a Special Agent in Oregon Territory, I turned to the Congressional Document Serial Set, and the following excerpts are illuminating:

1. **Senate Rep. Com. 96 (31-1) 4 April 1850 Report to the Committee on the Post Office & Post Roads: PMG J. Collamer 4 March 1850,**
“California, with all its golden prospects, has devolved on the department a whole new field of mail operations, both on the way to and in that country and Oregon, requiring extensive and careful attention.” 1st
Asst. PMG S.R. Hobbie 28 February 1850 (under new business), “1st. The course and distribution of the mails – formerly slight and merely incidental, now grown into a large and distinct business;
- 2d. The foreign mails under

MAIL CONTRACTS & CHANGES UNDER NATHANIEL COE

Report of land and water mails ordered during the year ending June 30, 1852 (none).

Report of additional allowances made to contractors, during the fiscal year ending June 30, 1852.

Route 5038. Yoncalla to Winchester, J.W. P. Huntington, once a week; mode not specified, 25 original miles, originally \$480 a year, route extended to Kenyon, increasing distance 35 miles, additional allowance \$670. Commencement not specified.

Route 5032. Dayton to Marysville, I.M. Forrest, once a week; mode not specified, 50 original miles, \$1,500 a year, Site of Lackemute changed, increasing distance 4 miles, additional allowance \$120. Commenced Nov. 18, 1851.

Route 5032. Lafayette to Marysville, I.M. Forrest, once a week; mode not specified, 54 original miles, \$1,620 a year, Supply of Dayton, increasing distance one mile, additional allowance \$30. Commenced August 1, 1852.

Report of curtailments made in service and pay of contractors during year ending June 30, 1852.

Route 5036. Pleasant Hill to Yoncalla, W. Scott, once a week; mode not specified, 60 original miles, \$1,800 a year. Service discontinued as of October 1, 1851.

Report of land and water mails ordered during the fiscal year ending June 30, 1853.

Route 5037c. From Gardiner to Umpqua, six miles, and back, once a week. Joseph W. Drew, mode not specified. \$138 a year, to commence November 19, 1852.

Route 5047. From Rickreal to Cincinnati, six miles and back, once a week. Joseph Embree, mode not specified. \$100 a year, to commence November 19, 1852.

Special route. Clackemas to be supplied from Oregon City, once a week. Tos. W. Foster, mode not specified. \$50 a year to commence April 30, 1853.

Special route. Parkersville to be supplied from Fairfield, 8 miles, once a week. William Parker, mode not specified. \$50 a year to commence May 14, 1853.

Report of additional allowances made to contractors, during the fiscal year ending June 30, 1853 (none).

Report of curtailments made in service and pay of contractors during year ending June 30, 1853.

Special route. Lexington supplied from Astoria. J.W. Gray, once a week; mode not specified. 9 miles, \$200 a year. Service discontinued March 30, 1853.

our postal treaties and arrangements, originating within two year past; 3d. The California and Oregon mails, of still more recent origin."

2. House Ex. Doc. 38 (32-1) 23 January 1852 Estimates for the POD referred to the Committee of Ways and Means: PMG N.K. Hall 22 January 1852, "For the transportation of mails, including the service in California and Oregon ... \$4,100,000."

3. Senate Ex. Doc. 72 (32-1) 21 May 1852 Report of the PMG: N.K. Hall reports that the cost of transportation of the mails in Oregon was \$9,875.80 while the postages collected was \$6,847.95. California cost \$111,515.87 against income of \$302,247.33. All the other states brought in more revenue than expenses, except for North Carolina, Georgia, Florida, Alabama, Arkansas, Texas. (Continued page 23)

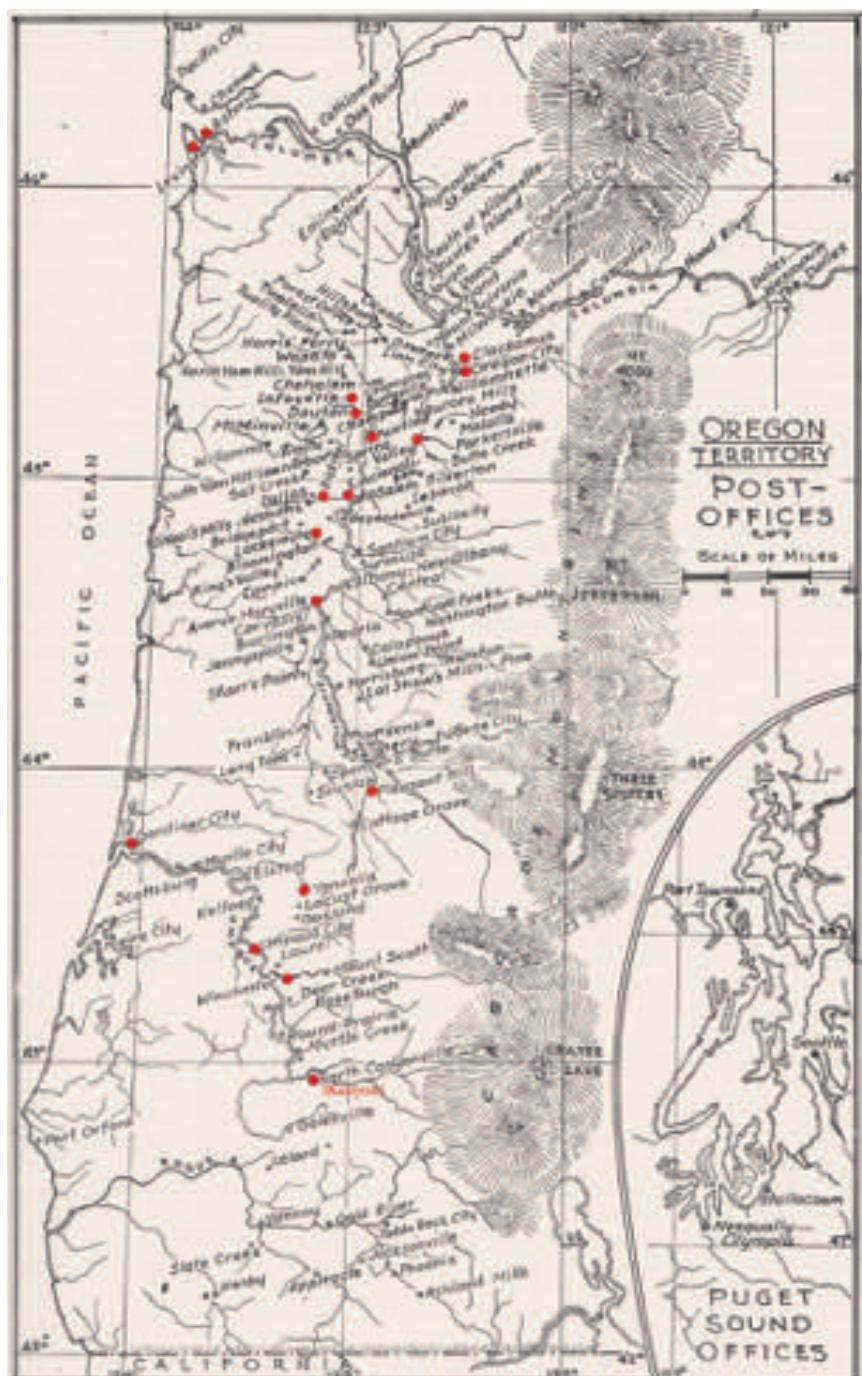


Figure 2: Map of Oregon Territorial post offices, marked with the offices on routes that Nathaniel Coe either initiated, expanded, or dropped. From Carroll Chase & Richard McP. Cabeen, The First Hundred Years of United States Territorial Postmarks 1787-1887, APS 1950, page 107.

Post Offices in Oregon, as listed in the Official Registers for 1851 (in black) and 1853 (in red) (& Brown's Guide 1851 in blue)

Post office	County	Established	District	Postmaster 1851	Comp \$	Rev \$	Postmaster 1853	Comp \$	Rev \$	Notes
Albany	Linn	8 Jan 50	4 Nov 50	(1 sq) John Burkhardt	1.74	2.63	James P. Miller	123.91	147.41	Change to New Albany
Auburn	Yamhill	6 Jul 52					George B. Walling	9.80	10.56	
Astoria	Columbia	9 Mar 47		John Adair Baier Anderson	346.00*	*	B. Anderson/Samuel A. Seymour	141.25/ 53.78	*	* as a military base & important port, allows to keep postal revenue
Avery's	Wasco			J.C. Avery			Eli W. Foster	6.82	5.81	To Marysville
Bloomington	Polk									
Bonne Creek	Marion	24 Jun 51	3 Nov 51	Irenish Jack X						
Bonneville	Marion	9 Sep 50	18 Aug 05	F.X. Mathien X						
Calapooia	Linn	8 Jan 50	18 May 59	H.H. Spalding	38.55	45.76				
Crusade	Clackamas	5 Nov 51	2 Mar 53				F.A. Chapman/Daniel F. Repold	1.87/2.84	2.16/4.28	To Wash. State
Cultus	Lewis	8 Aug 51	2 Mar 53	X						To Wash. State
Central	Linn			X			Fred Kochum	4.99	4.01	
Champoeg	Marion	9 Apr 50	2 Aug 64	X						To Necleville
Chehalis	Pacific	19 Oct 52	2 Mar 53				Washington Hall	8.81	8.14	To Wash. State
Chickahom	Polk	14 Mar 51	16 Jan 52	D.D. Bailey	.78	.84				
Chicimil		5 Jan 51	23 May 56	Roslyn Shaw						To Edin.
Checkers	Clackamas	29 Sep 52	18 Oct 53				John Foster	1.27	1.58	
Columbia	Clerk	8 Jan 50	12 Dec 59	J.B. Lynde	79.95	138.95				To Wash. State
Cow Creek							E.D. Warbiss	23.41	26.43	
Farm	Polk						J.E. Link	21.56	21.36	
Dalles	Wasco	5 Nov 51	3 Sep 53				W.R. Gibson	44.67	52.26	From Wasco
Diamonds	Jackson	19 Oct 52	2 Dec 78				W.G.F. Vault	X		
Dopson	Yamhill	5 Jun 51		Charles Taylor	X		C. Taylor/Jed Palmer	25.20/	28.06/	
Deer Creek								11.21	8.99	
Eldon	Umpqua	26 Sep 51	5 Nov 52				William T. Perry	5.31	2.60	To Krocberg
Emmetsburg	Washington	5 Jan 51	6 Jun 52	C.E. Fox	X					
Fairfield	Marion	24 Mar 52	22 Dec 02				John C. Peebles	(18.75)	21.45	
Forks of Bearfoot	Mary's River	9 Apr 50	6 Jun 52	John Langford	X					
Fort Laramie	Clackamas	14 Mar 50	30 Mar 54	John S. Tait	55.30	72.40				
Friggity	Washington			Annie T. Smith						
Grange	Clatskanie	30 Jun 51	31 Dec 58	G.L. Scollings	X		Satellite	3.22	3.26	
City	Washington	4 Mar 51	6 Jun 52	Philip Harris	.63	.75				
Henry's Ferry	Washington	5 Aug 50		Abraham Solger	7.92	10.04	Subject/Wm. S. Caldwell	\$117.94.8	\$179.23.0	Tan 1-May 20
Hillsborough										

4. Senate Mis. Doc. 36 (33-1) 16 March 1854 Resolutions of the Legislative Assembly of the Territory of Oregon in relation to An increase of mail service between New York, New Orleans, San Francisco, Umpqua harbor, Astoria, and the intermediate points of mail delivery, which may hereafter be established by future mail contracts, in that territory. Calling for service each way four times a month, an additional service to the one already in place, to cross the Isthmus of Nicaragua instead of Panama.

NOTE: Eli Bowen's very useful 1851 **The United States Post-Office Guide**, with a map showing distribution offices, is available in a 1976 reprint. Information on which post offices ended up in Washington State comes from the American Stampless Cover Catalog, Volume I.

CHECK our web site <www.postalhistorysociety.org> for an image of a hand-drawn on vellum certificate for Post Office Department Special Agent in 1868.

Diane DeBlois, partner in aGatherin' (APS Dealer Hall of Fame) and co-editor of this journal (Writers Unit Hall of Fame), is editor of publications for The Ephemera Society of America Inc.

Post Offices and Competition: A Case Study of the Olds-Sundre District, Alberta, Canada

by Dale Speirs

The town of Olds is located on Highway 2, the principal north-south route in Alberta, which parallels the railway between Calgary and Edmonton. About an hour's drive north of Calgary, it is a prosperous college town with Olds College, specializing in agriculture and the trades, being the major employer. Sundre is the next largest town and is to the far west of Olds in the Rocky Mountain foothills at the opposite end of the district. The area in between has a sprinkling of now-extinct post offices, most of which are only place names and a couple of which survive as hamlets. Farming and resource extraction are the major occupations.

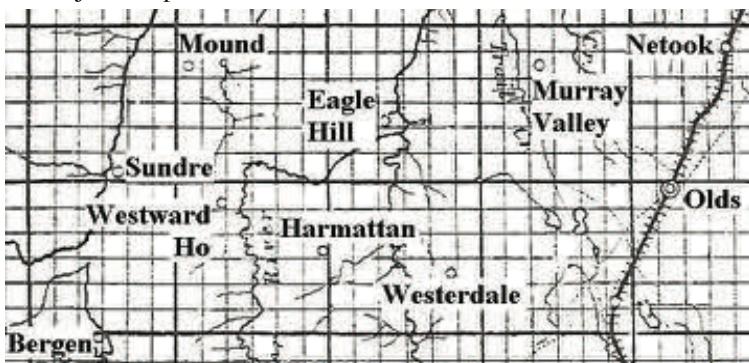


Figure 1: Map showing post offices, past and present, of the Olds-Sundre District. The squares are a mile on each side.

The death of post offices between Olds and Sundre can be correlated in general to the development of good roads. Olds survived and prospered because it was on the main north/south highway in Alberta and adjacent to a major railroad. Sundre has been able to cling to life because it is just far enough away from Olds as to make it less trouble for residents to shop locally. Sundre has barely enough primary industry to justify people living there in sufficient density to support a town. All the other post offices in between were too near either Olds or Sundre to survive. The bigger settlements eventually swept up the commerce of the district into their orbits and wiped out the smaller.

Lone Pine

Prior to the construction of the Calgary and Edmonton Railway in 1891, the only settlement near what is now the town of Olds was the Lone Pine Stopping House. It was located on the Calgary-Edmonton Trail, a wagon track notorious for its poor condition. In good weather it took a week to travel the length between the two cities and no one did it unless they were absolutely serious. Lone Pine was a prominent location a few kilometers northeast of present-day Olds where an unusually tall tree stuck up from a swampy spruce forest provided both aboriginal tribes and European settlers a navigational landmark. The original tall tree was later chopped down by an uncaring settler who made it into a water trough for his cattle.

In 1886, after the excitement from the Second Riel Rebellion of 1885 had died down, a Quebec soldier who had come out west with his regiment decided to stay. Jean Baptie Langlais, on the advice of a stagecoach operator, opened a stopping house at the Lone

Pine. It was made a distribution point for mail, although it was not an official post office during Langlais's tenure. When the Calgary and Edmonton Railway began operations in 1891, every stopping house on the trail instantly went out of business. A one-week trip in ideal weather by stagecoach became a smooth luxurious 12-hour ride by train. Langlais then filed for a homestead and became a farmer.¹

A point of confusion for postmark collectors is that from 1909 to 1916 there was a post office called Lone Pine southeast of Olds but which was not related to the stopping place. That post office got its name because it was on Lonepine Creek, which begins near the original stopping house. Any postmarks of Lone Pine are of the unrelated post office and are outside of the scope of this article.

Olds

The Canadian Pacific Railway built a siding where Olds is today and named it Sixth Siding. Once it was decided to establish a station and water tank there, CPR officials re-named it after their traffic manager George Olds. He soon retired and opened a general store in the settlement named after him. He handled the distribution of mail on an unofficial basis but was never postmaster. The village grew quickly, and on April 1, 1892 a post office was opened with John W. Silverthorn as first postmaster. He bought George Olds's store and ran the post office inside it. The Olds post office was hit by a thief in 1904 who blew the safe open with dynamite and made off with \$100 in stamps, \$60 in cash, and two gold coins. The Mounties tracked him to Regina where he was found with some of the items still in his possession. While being brought back to Olds for trial, he jumped from the train but was recaptured shortly thereafter.²

Silverthorn resigned as postmaster on April 4, 1908 and was succeeded by his neighbor John Albert Bush, a jeweler. He was Olds's longest serving postmaster, staying until 1949. During the 1918 influenza epidemic, Bush was the only postie still standing on his feet, and single-handedly sorted the Christmas mail and worked the front counter. He worked daily from 7 am to 1 the next morning in order to meet the mail trains and get the mail done.³ After him there was a brief interregnum with a placeholder before Edward Outten took over as a civil service postmaster in 1950, by which time the



Figure 2: Proof strike of Olds first postmark.



Figure 3: Postmaster John Albert Bush in 1915.

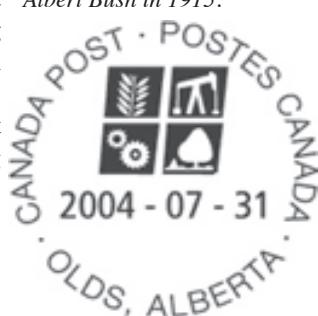


Figure 4: Pictorial postmark.

Figure 5: Main post office building at Olds in 2012, much as it had been for several decades.

post office became a standalone government operation. He served until 1958, and was followed by a string of civil servants in the Canadian Post Office.

Olds now has about 8,300 residents. Figure 4 shows a pictorial postmark which sums up the basis of Olds's economy: agriculture, petroleum, and Olds College. The College celebrated its centennial

in 2013, for which Canada Post issued a commemorative cover (Figure 6). In addition to the main post office, Olds has a retail outlet in a Sobeys supermarket, shown in Figure 7. This outlet opened in 1989 as an IGA supermarket, then a Mayfair store, and then back to IGA.⁴ Sobeys bought out IGA in 2009. What struck me about this outlet is that the Canada Post sign is unusually large. Most retail outlets use a smaller sign and often away from the store sign. The postmark of the Sobeys outlet is shown in Figure 8, an open rectangle instead of the usual large circle most other retail postal outlets use.

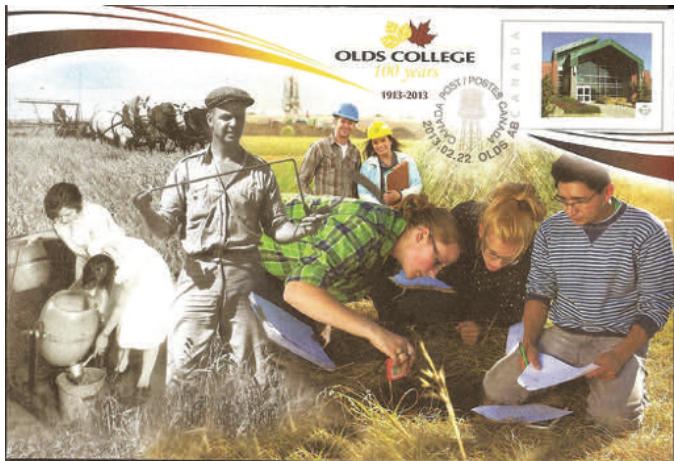


Figure 6: Centennial of Olds College Canada Post commemorative.



Figure 7: Olds postal retail outlet.

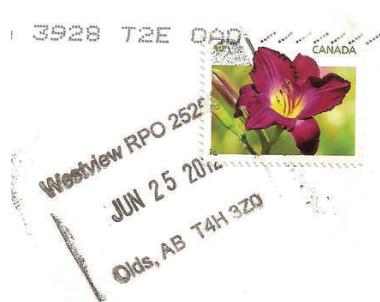


Figure 8: Retail outlet postmark.

Harmattan

Harmattan was a place name and not a village. The post office was named after the harmattan winds of the Atlantic coast of Africa, which are dry, hot winds that blow from December to February.⁵ This was probably in analogy to chinook winds, which are warm winter winds that come out of the Rocky Mountains near this locality. The Harmattan post office opened on May 1, 1900 with Mrs. Annie Davis as postmaster. The post office was located in the Davis ranch house, and the mail came from Olds.

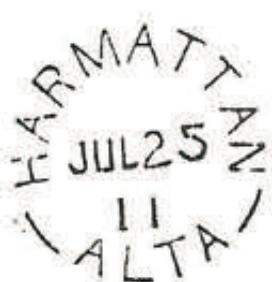


Figure 9: Proof strike of the first postmark of Harmattan.

What was unusual about this route was that many of the mail couriers were women. In those days of bad roads and worse weather, the job was considered hard enough for men, so it was uncommon for women to do it. A young widow named Mrs. Ball was the first courier to Harmattan, riding a saddle horse. Her successor was Mrs. Fifield, who used a horse team and wagon. On one occasion Fifield's husband traded one of the horses for another while they were in Olds, which she didn't find out until the livery stable ostler brought the team out. The new horse was not trained to a team and balked. Mrs. Fifield wasn't aware of this until after the mail was loaded and the new horse put his head over the other horse's back and refused to move. Mrs. Fifield did not use a standard buggy whip like everyone else but preferred a bull whip, as taught to her by her father. According to witnesses, she let go the whip with a CRACK! directly over the new horse, splitting its ear. He hit the collar at full speed, and the mail departed town that day faster than it had ever done before or since.

On January 1, 1902 the post office moved to the Gavin Hamilton ranch, with him as the new postmaster. It later changed hands to Walter Levesley who was postmaster from 1904 until 1909 on his ranch. O.O. Taylor, a storekeeper, took over next and held it until 1918. The store was a crossroads store, not in any village. After him, three placeholders quickly came and went, until John Henry Johnson bought the store, became postmaster in 1921, and served until 1948. He was succeeded by his son Albert Victor (Bert) who had previously been storekeeper/postmaster at nearby Eagle Hill.⁶ Bert served as Harmattan postmaster until 1961, so between him and his father the family put in four decades with the post office. Three short-term postmasters then came and went before the post office permanently closed on August 31, 1966, a victim of good roads, and was replaced by Olds Rural Route #2.

Murray Valley

This location was named after Scottish homesteader James Murray. He had originally settled in the Jumping Pound district west of Calgary in 1886, but a drought destroyed his ranch. Assisted by two of his sons, he took his last remaining cow, four horses, and a wagon north to Olds in 1889, then west to the valley that bears his name. He chose the valley as his new homestead because it had a spring and the bottomlands were well watered. The rest of his family soon followed and they became the first settlers.

The Murray Valley post office was opened on June 1, 1903, and lasted until February 9, 1927. There was only one postmaster, a local homesteader named Jonathan Phillips, one of Mrs. Ball's relations (her maiden name was Phillips). James Murray's daughter Agnes was married to Jonathon. The post office was supplied from Olds via a zigzag route that went through other rural post offices. It was only a crossroads store post office, and no village existed. In 1927, Jonathon lost an eye while hunting. The post office closure was not entirely because of this misfortune but certainly didn't help.⁷

Eagle Hill

The name is a translation of the Cree tribal name for the area, and the birds once nested there. The area was settled in the late 1890s, and the post office opened in the Howard Brothers crossroads store on June 1, 1903. The proprietor Thomas W. Howard was the first postmaster and stayed until 1908. The brothers tried to unload the store/post office

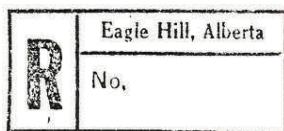


Figure 10: Proof strike of the registration postmark.

by claiming to have discovered gold in a coulee behind the store, but the supposed gold was salted into the ground and no one believed them. The Rocky Mountain foothills have never been known for gold deposits and the geology is all wrong for them.⁸

After a placeholder came and went, F.R. Johnson operated the store and post office from 1908 until 1915. He was succeeded by H.O. Yewell until 1920, then Lee McOmber until 1924. A.V. (Bert) Johnson, of the Johnsons of Harmattan, bought the store and operated it until 1934, when he moved back to nearby Harmattan. Hugh Alexander Skinner was the next postmaster and store owner until 1940. Bert Johnson then reappeared as postmaster for a year until 1941. At this point the store finally passed to another family, and Emanuel Christensen was postmaster from 1941 until his death on May 5, 1949. His son Martin took over but eventually closed the store and post office on December 23, 1955.

Despite good roads and a declining population, the post office refused to stay dead and re-opened in 1957 in a ranch house. Mrs. Irene Victoria Fifield was postmaster until 1963. I have not been able to determine if this was the original Mrs. Fifield of the bull whip or a daughter-in-law, but probably the latter as the original would have been of very advanced years by that time if she was still alive. After her, a brief placeholder marked time for a few weeks until the final and permanent closing of the Eagle Hill post office in 1963. Since then, mail service has been via rural delivery from Olds.

Westward Ho

E.A. Wheatcroft was the first postmaster of Westward Ho, from April 1, 1905, until 1910. The unusual name for the post office was after Charles Kingsley's novel, *Westward Ho*, which Wheatcroft was reading at the time. Westward Ho was initially a ranch house post office before moving into a crossroads general store. The post office then went through six postmasters in the next decade before the store finally failed.

The Rock family took over, running the post office in their farm house, with Miss Jane Rock as postmaster from 1921 to 1928, followed by James Rock until 1941.

A new general store opened and Mrs. Alma Scarlett was then postmaster until 1956, while her husband Al operated the store. After her came Albert Sydney (Bud) Guitard until 1961. The Scarlets wanted to get into farming and Guitard was tired of it and wanted a store, so the two families swapped their properties at par. They helped each other adjust to the new lifestyles and were good friends thereafter.⁹

There was then a temporary postmaster, before Andrew Joseph Koenig became the final postmaster from 1961 to the closing of the post office on February 27, 1970. Good roads made it more efficient for everyone to shop in Sundre, which is now only a few minutes away on a paved highway, and thus the mail service became a rural route. Westward Ho is a hamlet today scattered over a kilometer, surviving on a large county park of that name adjacent on the Little Red Deer River. There is also a trailer park that has more than 300 campsites, used both as residential by local oilfield and construction workers, and by summer campers.

Mound

The area was named in 1895 after an adjacent low hill by the first settler, a squatter named H.A. Muntz. He relocated elsewhere a few years later and his land was properly homesteaded by Rev. Phillip Juan Neary, from Nebraska. By 1905 all the land in the area

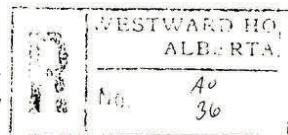


Figure 11: 1936 proof strike of the registration postmark for Westward Ho.

had been taken up and a ranch house post office opened on March 1, 1905. Neary was the first postmaster, serving until his death on August 16, 1909. Settlers described the method of operation of the post office as a joint duty of Rev. and Mrs. Neary. On mail days when there were customers waiting, she would dump the letters on the living room floor and sort them on her hands and knees. If she found a letter for someone present, she would hand it to her husband, who would postmark it with a Mound cancel and then hand it to the recipient. Any letters not called for would be put in a box and stored under the dining room table until someone came to pick it up. After Neary's death, his son Longard took over as postmaster until 1920, when he married and moved to Calgary. His sister-in-law Ellen, married to his brother Willmot, took over as postmaster until 1922. They had taken over the Neary parents' farm and the post office continued to operate out of the house.

Mrs. Florence Gastle, sister of Ellen Neary, became the next postmaster and served until 1945. She kept the post office on a little table next to the door of her house, with everything piled together. The adjacent wall had the public notices which post offices everywhere were obliged to put up. There were a few chairs along the wall where customers could wait for the mail to be sorted and visit with each other. Mail days were always social occasions in a world with no telephones or good roads, the one place where everyone could get together and catch up on the news. Mrs. Gastle sorted the mail on her bed in the next room, and any mail not called for would be bundled for later pickup.



Figure 12: Postal card mailed in 1927 to Elisha Gambill in Lobley, Alberta, and forwarded to Mound, in care of Elisha's twin brother, Bob. Their sister, Ellen [Neary] had been postmaster of Mound, and another sister, Florence [Gastle], was postmaster at this time.

After Mrs. Gastle sold the farm in 1945 and retired, there was a brief caretaker before the next postmaster, William Cook, from 1946 until his death in 1958. For the first time the Mound post office moved out of farm houses and into a standalone building. This was actually a small gatehouse that Cook built by the front gate to his farm, shown in Figure 13. After his death, his widow Minnie was acting postmaster but she got into a feud with Ottawa bureaucrats, who wanted to pay her only half of what her husband had been making. This was what today is referred to as "creative dismissal" as the Canadian Post Office was trying to clear out all the ranch house post offices and replace them with cheaper-to-operate rural routes. In the case of Mound they succeeded. Mrs. Cook resigned in a huff and the post office permanently closed on September 26, 1958.

Figure 13.



Bergen

The forested hills west of Olds were popular with Norwegian immigrants because the land was so similar to Norway. When the population warranted a post office, it was named Bergen after the Norwegian city. All of the postmasters were homesteaders and almost all of them had sawmills on the side. John T. Johanneson was the first postmaster from November 1, 1907 to 1908, and operated the post office out of his house.

H.M. Gulson then took over the post office until 1913, moving it into his general store. Gerhart Pearson bought the store and was postmaster until 1915. C.O. Johannessen, a sawmill operator, was the next postmaster until his death in 1920, moving the post office back into a house. Charles John Erickson was then postmaster from 1921 until 1937. He used various members of his large family to courier the mail and provide an express and passenger service.¹⁰ Like many rural mail couriers, he took passengers on the side and carried small freight such as milk cans or eggs.

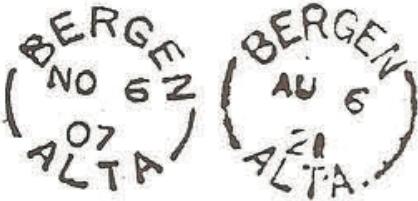


Figure 14: Two proof strikes of postmarks.

John James Davidson was the first non-Norwegian postmaster, as the bloodlines started to thin out in the area and English became the dominant language. He served until 1949. The final postmaster was Russel Clare Cook until the post office closed on February 19, 1970 and became a rural route. Bergen in 2015 consists of a crossroads general store, a few scattered acreages, and a very tiny county park on the banks of Bergen Creek with barely enough room in the parking lot for my Honda Civic to make a U-turn. The sawmills did their job and the area is mostly pasture today, with the only remaining forest being in the Bergen Creek valley where it is too swampy or steep to cut.

Sundre

Nels T. Hagen, a Norwegian immigrant, was the first postmaster of Sundre and named it after his birth place in Norway. Originally Sundre was in close competition with a nearby settlement called Derby Town. In the great flood of 1915, both towns lost their bridges over the Red Deer River which connected them to Olds. Sundre rebuilt its bridge but Derby Town did not and soon died out as a business centre. It never had a post office. The Sundre post office opened on December 15, 1909, and Hagen stayed as postmaster until 1919. The post office was originally on his farm, but Hagen was a full-blown entrepreneur and built a general store, livery barn, stopping house, and had the only telephone in the district. The post office quickly moved into the store.

The store and postmastership changed hands twice in the next couple of years before reverting back to the Hagen family. The country was going through a recession at the time and since the homesteading rush was over, it was a difficult time for businesses. Nels Hagen became postmaster again in 1923 and stayed until 1932. During the 1920s, mail service was once a week on Fridays, officially to arrive from Olds at 14h00 but in wet weather the mail seldom came in before 6 pm. The roads were yellow clay that stuck to everything and built up in thick layers on the wagon wheels, making it difficult for the horses to pull the load. One pioneer settler of that era remarked in 1927 that: "With thirty miles of dirt road between Olds and Sundre the stated hour of arrival on the notice board in the Sundre post office was a mere gesture in the field of public relations."¹¹

Frederick Washington Jeannot then took over the store and post office from 1932 to 1938. He and his brother had been trappers but the fur market collapsed during the Great Depression. His brother-in-law was William Cook, who later became postmaster of nearby Mound. John A. Macleod bought the store and was the next postmaster from 1938 to 1946. Clifford MacBeth followed as postmaster until 1976. During his time the post office became a civil service job in 1948 in a standalone building. Figure 15 shows a commercial registered cover sent in 1983 during MacBeth's tenure. In 1990, a retail postal outlet started up at Esso Plus Foods, transferring in 1993 to Diamond Jims, which closed sometime in the early 2000s.



Figure 15: 1983 letter sent from Sundre.

Below:

Figure 16: The Sundre post office in 1989, with the author's mother, the late Betty Speirs.

Figure 17: The 1990 postmark of Sundre's retail postal outlet at Esso Plus Foods.



The main post office moved in the 1990s or early 2000s and as of 2015 is in a shopping plaza, as shown in Figure 18. By 2015, Sundre's population was about 2,600 people and it is the dominant town of that part of the foothills. It is far enough away from competing large towns that residents prefer to do their shopping there instead of driving to Olds.



Figure 18: Sundre post office, 2015.

Westerdale

Westerdale was a ranch house post office, named after a parish in Yorkshire, England. Joseph Bolton was officially postmaster, from August 1, 1910 until his death on July 18, 1929, but his wife Annie actually ran the post office. She was the sister of Mrs. Fifield of bull whip fame, who brought the mail to the Bolton ranch from Olds. After the death of Joseph Bolton, their son Joseph Edward took over until the post office closed on February 29, 1932. It was done to death by good roads and became a rural route out of Olds.



Figure 19: Proof strike of Westerdale postmark.

Netook

Netook was the next siding north of Olds on the Calgary-Edmonton railway. It was very near the original Lone Pine Stopping House and the name is the Siksika tribal name equivalent for “lone tree.” Considering that Netook was on a major transportation route, its post office was surprisingly late. It opened on March 15, 1928 and closed on April 11, 1958. The mail was sent and received via a catch post, and the train did not stop.

Fred Smith was the only postmaster, serving until his death. He was born in the Olds area, the son of Latvian immigrants who had changed their surname to an English one. In addition to the post office, he also was a nurseryman.¹² He never married, so the post office and tree nursery were sufficient to support him. Figure 21 shows him mowing the lawn in front of his post office. One suspects that the only business of the post office came from Smith’s nursery. By the time of his death, Highway 2 had become a paved highway and Olds was only a couple of minutes away, so the post office permanently closed.

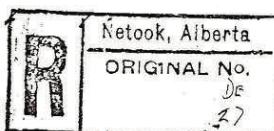


Figure 20: Proof strike of Netook registry marking.

Figure 21: Netook postmaster Fred Smith.



Conclusion

Good roads killed off many small post offices because it was easier to go into a bigger town for better service. The determining factor is how long it takes to reach the next biggest town, not the actual distance on the ground. A half-hour drive seems to be the limit, first with underpowered cars on gravel roads, and then today with high-powered vehicles on paved highways. Olds and Sundre are at opposite extremes of the foothills district, just far enough apart that they do not compete too much. Each took up the trade nearest it, then further out as roads and motor vehicles improved. This wiped out the post offices in crossroads store and ranch houses, who couldn’t justify their existence if the mail courier could just as easily deliver to a rural route.

Endnotes

- ¹ Various authors (1980) *Olds: A History of Olds and Area*. Published by Olds History Committee, Alberta.
- ² Jensen, Bodil (1983) *Alberta's County of Mountain View: A History*. Published by Mountain View County No.17, Didsbury, Alberta.
- ³ Various authors (1968) *See Olds First*. Published by the Olds Old Timers Association.
- ⁴ Hughes, Neil (1998) *Alberta Post Offices 1876 to 1998*. Privately published by the author,

- Edmonton, Alberta.
- ⁵ Harrison, Tracey (1994) *Place Names of Alberta: Vol. 3. Central Alberta*. Published by University of Calgary Press.
- ⁶ Various authors (1977) *Zella Remembers: From Oil Lamps to Oil Wells*. Published by Zella Women's Institute, Didsbury, Alberta.
- ⁷ Miller, Mildred L. (1994) *Glimpses of the Past, 1894-1994*. Published by Hainstock Centennial History Book Association, Bowden, Alberta.
- ⁸ Bowman, Gladys (1967) *Garrington Post Office, 1907*. Published by Sundre Roundup, Sundre, Alberta. The author was the daughter of Garrington postmaster H.C. Mondey.
- ⁹ Various authors (2000) *Wagon Trails Plowed Under*. Published by Eagle Valley Book Club, Alberta
- ¹⁰ Various authors (1969) *Echoes of an Era*. Published by Kinette Club of Didsbury, Alberta.
- ¹¹ Jackson, Geoffrey (196?) *The Pioneer Life of Mr. and Mrs. J.R. Jackson*. Privately published by the author, Edmonton, Alberta.
- ¹² Various authors (1985) *Memories of Samis and Nearby Districts*. Published by Samis History Book Committee, Alberta.

Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Calgary Philatelic Society, Alberta, Canada).

Membership Changes by George McGowan

New Members

Jason M. Archibald, PO Box 1412, Richland WA 99352-1412. 19th & 20th century US; Karl Lewis covers; 2 cent Jackson Confederates.

British Library, Serial Acquisition Unit, PO Box 830673, London, England.

John Fenemore, 4A Dalton Rd., Wallasey, Merseyside, CH45 1HL, UK

Harmer-Schau Auctions Inc., 1333 N. McDowell Blvd. Ste. B., Petaluma CA 94954-0001.

Kathryn J. Johnson, 5217 Brown Street, Skokie IL 60077-0001.

Janet Klug, 6854 Newtonsville Rd., Pleasant Plain OH 45162-9379

Denny Peoples, 8141 Springwater Dr. W., Indianapolis IN 46256-0001

Frederick P. Schmitt, PO Box 387, Northport NY 11768-0001

Blair Shumaker, 401 W. Market St., Marietta PA 17547-1205

David M. Stauffer, 14206 Lara Trace, Bloomington IL 61705-0001.

Gregory Waldecker, 7540 Yorktown Dr., Norfolk VA 23505-3514

Douglas Weisz US Covers, PO Box 1458, McMurray PA 15317-0001

Michael Zwelling, 5105 Tilden Rd., Bladensburg MD 20710-0000. Depictions of warfare & combatants; depictions of Washington DC.

Deceased

Morton J. Levy of Rockville Centre NY

Note: information on members who signed up at the Boxborough show and at StampShow will be published in the next issue

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American Postal History in Other Journals

by Ken Grant

Many articles on U.S. postal history are published each month. In order to present a useful survey of recent publications, we adopt a rather narrow definition of postal history and present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

General Topics

Air Mail

Late air mail use of the Presidential Series is examined in Stephen L. Suffet's "Twilight of the Prexies: Air Mail to Pitcairn Island." *Prexie Era* H91 69 (Spring 2015).

Early air mail usages from Michigan are the subject of Cary E. Johnson's "To Air is Human." *Pen. Phil.* 57 No. 2 (Summer 2015).

Auxiliary Markings

Glenn Estus illustrates two 1827 "Way" covers in "Two Vermont 'Way' Covers" and discusses rates for this service. *Vermont Phil.* 60 No. 2 Whole No. 237 (May 2015).

Charles A. Frick and Norman Shachat illustrate an ornate advertising postcard with an auxiliary marking supplied by the Philadelphia post office in "Advertising Postcard from West Grove Pa. with Deficiency in Address Corrected by the Philadelphia Post Office." *Pa. Post. Hist.* 42 No. 2 Whole 203 (May 2015).

David A. Gentry presents a collection of streetcar supplemental usages in "News from the Cities." *Trans. Post. Coll.* 66 No. 5 (July-August 2015).

"The Rich Control Their Money Very Well" by Robert L. Markovites deciphers the markings on a double special delivery cover sent by a steel industry magnate in 1908. *US Spec.* 86 No. 8 (August 2015)

George McGowan considers New York Missent markings in "How Rare Is This?" *Bull. Empire* 48 No. 2 (June 2015).

George DeKornfeld "reads" the markings on a cover sent from Bread Loaf VT to Hudson NY in "Columbia County Corner: King Pharaoh," and discovers more of interest than the "Returned to Writer" pointing finger on its front. *Excel. New Series*, Whole No. 23 (March 2015).

Barry Jablon illustrates a number of auxiliary markings on cover in "Auxiliary Markings of the 1869 Three-Cent Pictorial Issue: An Addendum." *La Posta* 46 No.1 (First Quarter).

John M. Hotchner continues an article begun in the Fourth Quarter 2014 *La Posta* looking at markings arriving in the United States to the Foreign Section of the New York Post Office between 1915 and 1919 in "New York 'Stamps Removed' and 'Stamps Detached' Markings: Part 2." *La Posta* 46 No. 1 (First Quarter).

John M. Hotchner illustrates a number of covers with, thus far, unidentified auxiliary markings in "Mostly Mystery Markings on Overseas Bound Mail." One marking, "Order No. 19687," is identified as a reference to a rule allowing Army personnel overseas to receive periodicals. *La Posta* 46 No. 2 (Second Quarter 2015).

"Fun with Illinois Postal Cards" by Timothy G. Wait looks at backstamps applied to

the front of postal cards which were required between 1879 and 1913, but which effectively ended in 1906. Ill. Post. Hist. 36 No. 3 (August 2015)

“Dept. Ruling No. 2 Complied With” by Louis Fiset illustrates two transatlantic covers with this auxiliary marking which was used during WWII to prevent businesses from giving financial support to belligerent nations. Prexie Era No. 69 (Spring 2015)

Highway Post Offices

A cover from Scotland, South Dakota is the subject of Ken Stach’s “South Dakota’s First Highway Post Office,” which ran from Sioux City, Iowa to Mitchell, South Dakota. Dak. Coll. 32, No. 4, (July 2015).

William J. Keller traces the route of the Tampa and Venice HPO MPOS #131 that replaced the RPO in his article “Highway Post Offices: Tampa & Venice HPO MPOS #131.” Trans. Post. Coll. 66 No. 4 (May-June 2015).

Railroad markings not listed in the U.S. Transit Markings Catalog are illustrated for the record in Douglas N. Clark’s “Unlisted Railroad Postmarks.” Trans. Post. Coll. 66 No. 4 (May-June 2015).

In “Highway Post Offices,” William J. Keller describes three Ohio highway post offices: Columbus & Cincinnati; Cleveland, Columbus & Cincinnati; and Cleveland & Cincinnati. Trans. Post. Coll. 66 No. 5 (July-August 2015).

Military Mail

Covers from Camp Ruhlen and Fort Meade as well as early photography of the area are part of Ken Stach’s “Camp Ruhlen and Fort Meade.” Dak. Coll. 32, No. 4, (July 2015).

Jesse I. Spector and Robert L. Markovits discuss a stenciled patriotic Civil War cover in their article, “A Patriotic Cover and the Johnson’s Island Confederate Prisoner of War Camp.” La Posta. 46 No. 2 (Second Quarter 2015).

Ocean Mail

L. Steve Edmondson illustrates and lists items of foreign correspondence from Tennessee in “A Census of Ante Bellum and Civil War Foreign Correspondence with Tennessee.” Tenn. Posts, 19, No. 1 (April 2015).

“United States Sea Post Registered Mail” by Leonard Piszkiewicz discusses several covers using the service that operated between the US and Germany. US Spec. 86 No. 8 (August 2015)

Post Office History

“A Few South Dakota Mail Robberies and a Poisoned Postmaster” by Steven J. Berlin illustrates covers delayed either by robbery or other type of casualty as well as the death of the former Hardingerove SD post office after his arrest in New Orleans for passing worthless money orders. Dak. Coll. 32, No. 4, (July 2015).

“Rex, Allamakee County, Iowa” by Leo V. Ryan recounts the history of the Rex post office of French Creek Township, which opened in 1894 and closed in 1904. Ia. Post. Hist. Soc. Bull. No. 237 (April, May, June 2015).

Nancy L. Swan traces the history of five Oregon post offices in “Jackson County, Oregon’s Mineral-Named Post Offices.” Topic. Time 66 No. 3 (May-June 2015).

“Heaven in Texas” by John German presents four Texas post offices with connections to paradise such as Elysian Fields and Eden. Tex. Post. Hist. Soc. 40 No. 2 (May 2015).

“Sport, Texas PO” by Rex H. “Jim” Stever traces the history of the Sport, Texas post office which opened in 1899 and discontinued in 1904 in the clubhouse of the Tarpon Club. Tex. Post. Hist. Soc. 40 No. 3 (August 2015).

Joe H. Crosby lists the postmasters and traces the history of the post office in his article “Catarina, Texas: Dimmit County during the Promotional Period.” Catarina proves itself a victim of the Great Depression as its 1929 population drops to 160 by 1969. Tex. Post. Hist. Soc. 40 No. 3 (August 2015).

Street Car and Railway Mail

The train terminals along the west bank of the Hudson River are the subject of John A. Trosky’s “All Points West: The Railway Post Offices of Jersey City.” Separate sections of the article focus on the Pennsylvania Railroad Terminal, the Jersey Central Terminal, and the Erie Railroad Terminal. NJPH, 43 No. 2 (May 2015).

Matthew Liebson writes about the Cleveland Ohio street card R.P.O. in “The Cleveland Circuit R.P.O. Revisited” and details both the route of this service and a number of its markings. Oh. Post. Hist. J. Issue No. 144 (June 2015).

Rates

“First Mails and Postage Rates [Fairfield County]” by Hervey Scott is a reprint of a nineteenth century piece on the territorial rates and earliest post offices in Ohio. Oh. Post. Hist. J. Issue No. 144 (June 2015).

“Why Two Cents” by Matthew Liebson explains why a 1906 divided back postcard was charged a 2-cent rather than 1-cent rate. Oh. Post. Hist. J. Issue No. 144 (June 2015).

Certified mail service was initiated at roughly the same time that the U. S. Presidential Series was being discontinued. Stephen L. Suffet looks at this period in “Twilight of the Prexies: Certified Mail.” Prexie Era No. 70 (Summer 2015).

Parcel post mail was suspended to Finland for a period during WWII, and Louis Fiset discusses the resumption of parcel post service illustrating its use on both covers and parcel post tags. Prexie Era No. 70 (Summer 2015).

Stamps on cover

“Grillin’ in Vermont (part 3)” by Paul Abajian illustrates grilled stamps on covers from Vermont. Vermont Phil. 60 No. 2 Whole No. 237 (May 2015).

“My 5-cents Worth: #928 Returned Mail” by Fran Adams focuses on 1945 uses of the 5-cents Toward United Nations commemorative stamp covers returned to sender or marked undeliverable. UN Jour. 39 No. 3 (June 2015).

“My 5-cents Worth: #928 Returned and Forwarded Mail” by Fran Adams expands on his review of uses of the 5-cents Toward United Nations with attention to auxiliary markings found on this issue. UN Jour. 39 No. 4 (August 2015).

“The Famous Americans Issue in Wartime, 1940-1941” by Louis Fiset illustrates domestic and international covers using the Famous American issue at the beginning of WWII. Prexie Era No. 70 (Summer 2015).

Geographical Locations

Florida

A brief article, “Jacksonville Ship 2 Marking” by Deane R. Briggs, explains the rate and markings on a non-contract ship cover sent from Key West FL to Columbus GA. Fla. Post. Hist. J. 22 No. 2 (May 2015).

Aster FL is the subject of Deane R. Briggs article, “Astor, Florida: A Quiet Little Tourist Site on the St. Johns River.” Briggs presents a brief history of the town and its residents including members of the John Jacob Astor family. Fla. Post. Hist. J. 22 No. 2 (May 2015).

Georgia

Steve Swain discusses a number of Civil War covers in his article, “Bible Society of

the Confederate States, Augusta, GA.” Illustrated covers imprinted with the bible society indicia were mailed from both Augusta GA and Richmond VA. Ga. Post Roads. 23 No. 2 (Spring 2015).

Ed Jackson continues his investigation of the markings on a 1924 cover sent from Savannah in “A Mysterious 1924 Letter from Savannah: Part 2.” This installment focuses on Tybee Island postal history. Ga. Post Roads. 23 No. 3 (summer 2015).

Illinois

Jack Hilbing investigates Adams County post offices that existed for five years or less in his article, “Infant (Post Office) Mortality: Short-Lived Post Offices of Adams County.” Ill. Post. Hist. 36 No. 3 (August 2015).

The community of Beverly IL is the subject of Jack Hilbing’s “Postal History of Beverly (Adams County) Illinois.” In addition to maps, Hilbing provides a list as well as background of postmasters from its opening in 1837 until it was discontinued in 1955. Ill. Post. Hist. 36 No. 2 (May 2015).

Iowa

“Iowa Place Names of Indian Origin” by Jim Peterson reviews Iowa locations with Indian names with and without a historical connection to the state. A number of covers illustrate the article. Ia. Post. Hist. Soc. Bull. No. 237 (April, May, June 2015).

Michigan

Cary E. Johnson illustrates two covers connected to the Michigan-Ohio border question during the Michigan territorial period. Pen. Phil. 57 No. 1 (Spring 2015).

The Soldiers Home, Michigan post office is the subject of C. Wood’s “Michigan Soldiers Home, Grand Rapids, Mich.” Wood traces the history of the post office and illustrates covers from the home before the post office was discontinued in 1937. Pen. Phil. 57 No. 2 (Summer 2015).

New Jersey

Jim Walker’s “Early Post Offices in the Lambertville Area” focuses on the early settlers and post offices of that portion of New Jersey. NJPH 43 No. 2 (May 2015).

Larry Lyons writes about an local post operating in Atlantic City in his article “N. J. Local Posts: Faunce’s Penny Post, Atlantic City.” NJPH 43 No. 2 (May 2015).

New York

An Albany, New York fancy cancel is the subject of George McGowan’s “The Albany Lincoln and Stars Cancel.” McGowan lists a census of the twenty-four cancels known to exist. Excel. New Series, Whole No. 23 (March 2015).

Glen Estus in his article, “The Short Lived Hoesville, New York Post Office,” discusses the various name changes of the post office and community. First named West Galway Church, it became Hoesville from May 28, 1846 until June 13, 1849. Thereafter, the post office was changed to West Galway. Exel. New Series, Whole No. 23 (March 2015).

North Carolina

“Rowan County: A Postal History” by Tony L. Crumbley looks at the 89 post offices that have operated in Rowan County. A Fall 2014 article focused on Salisbury, the county seat. No. Car. Post. 34 No. 3 (Summer 2015).

Ohio

Located in Henry County, Florida OH is a relatively small village with a population of less than 250. “Snaketown to Florida—Literally” by Alan Borer includes transcripts of letters written by that town’s postmaster, James E. Scofield. Oh. Post. Hist. J.

Whole No. 143 (March 2015).

Butler County's Heno OH is the subject of a follow-up article by Thomas F. Stander, "More on Heno." Oh. Post. Hist. J. Whole No. 143 (March 2015).

Oklahoma

"Cross, Oklahoma (Territory) 1894: A Lot Can Be Said About a Little" by Joe H. Crosby discusses a cover mailed from Muskogee, Indian Territory to Cross, Oklahoma Territory. The Cross post office was established just a year earlier after the Cherokee Outlet Land Run. The cover's originator was an attorney involved with leasing lands of the Cherokee Outlet. Okla. Phil. 1st Quarter 2015.

Pennsylvania

"New Hope Postal History Letters Part I: Selection of Letters with the Oval "NEW HOPE/PENNA" Postmark by Philip G. Russell discusses the use of the oval postmark from 1820 to 1852. Pa. Post. Hist. 42 No. 2 Whole 203 (May 2015).

Philadelphia's department store radio stations is the subject of "Sales Floors in the Air Waves: Early Philadelphia Radio" by Gus Spector. Pa. Post. Hist. 42 No. 2 Whole 203 (May 2015).

South Dakota

A discovery cover from the West Bend Dakota territorial post office and its contents are discussed in Douglas Chapman's "An Exciting Find at the Moody County Museum" Dak. Coll. 32, No. 4, (July 2015).

Steve Bahnsen includes photographs of eleven South Dakota Post Offices in his feature of the same name. La Posta 46 No. 2 (Second Quarter 2015).

Tennessee

Norman Elrod provides a list of Civil War postmasters in "Warren County Postmasters during the Civil War," and discusses the transition from the Union to the Confederate Post Office Department. Tenn. Posts, 19, No. 1 (April 2015).

"Chattanooga 1861 - Union/Independent/CSA" by Jim Cate illustrates covers before and after Tennessee's secession from the Union. Tenn. Posts, 19, No. 1 (April 2015).

Gene Fricks presents an 1825 cover from Hickory Creek TN with contents discussing medical practice in "Antebellum Medical Practice in Rural America: A Postal View." Tenn. Posts, 19, No. 1 (April 2015).

Norman Elrod follows up on Gene Fricks article with "Antebellum Medical Practice in Rural America: Historical Redux." Elrod focuses on the Hickory Creek TN post office and postmasters. Tenn. Posts, 19, No. 1 (April 2015).

"Knoxville's Stable of Horse Head Cancels: When Were They Really Used" by Bruce Roberts discusses the fancy cancel and illustrates examples. Tenn. Posts, 19, No. 1 (April 2015).

Mail from Tennessee to Florida is the subject of L. Steve Edmonson's "Tennessee Civil War Correspondence to Small Florida Towns." Tenn. Posts, 19, No. 1 (April 2015).

"Written Communications to, from, and through the Fourth Chickasaw Bluff Prior to the Establishment of the Memphis Post Office" by Jerry Palazolo traces the early correspondence related to the location that eventually became Memphis. Coll. Club, 94 No. 4 (July-August 2015).

Vermont

In "The Post Horn," Bill Lizotte presents new discoveries and earlier than previously reported Vermont covers, including items from Sandgate, Weathersfield, and South Hero, Vermont. Vermont Phil. 60 No. 2 Whole No. 237 (May 2015).

Wisconsin

Laws governing “Organization, Boundaries, and Names of Wisconsin Counties” are listed by year by author Louise Phelps Kellogg. Badger Post. Hist, Installment III No. 4 (May 2015).

Canal Zone

Cary Finder discusses postal war tax rates in “WWI Postal Rates in the Canal Zone.”
Canal Zone Phil. 51 No. 2 (Second Quarter 2015).

Journal Abbreviations

Aux. Marks = *Auxiliary Markings*, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

Bull. of Empire. St. = *Bulletin of the Empire State Postal History Society*, Bob Bramwell, P. O. Box 4150, Pinehurst NC 28374.

Canal Zone Phil. = *The Canal Zone Philatelist*, Richard D. Bates, PO Box 40583, Palisades Station, Washington D.C. 20016-0583.

Chronicle = *Chronicle of the U.S. Classic Postal Issues*, Michael Laurence, 324 East 41st Street, Apartment 1001-C, New York N.Y.10017.

Collect. Club = *The Collectors Club Philatelist*, Gene Fricks, 22 E. 35th Street, New York NY 10016-3806

Colo. Post Hist. = *Colorado Postal Historian*, Bill German, 1236 Sequerra St., Broomfield CO 80020.

Confed. Phil. = *Confederate Philatelist*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

Congress Book = The Congress Book 2012, Kenneth Trettin, Box 56, Rockford IA. 50468-0056.

Dak. Coll. = *Dakota Collector*, Gary Anderson, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55104.

Excel. = *Excelsior: The Journal of the Empire State Postal History Society*, David E. Williams, 7115 Abbey Woods Dr., NE, New Salisbury IN 47161-9644.

Fla. Post. Hist. J. = *Florida Postal History Journal*, Deane R. Briggs, 160 E. Lake Howard Dr., Winter Haven FL 33881.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, P.O. Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiewicz, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

Maine Phil. = *The Maine Philatelist*, Max Lynds, P.O. Box 761, Houlton ME 04730-0761.

N.C. Post. Hist. = *North Carolina Postal Historian*, Tony L. Crumbley, PO Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Oklahoma Phil. = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale

MI 48220.

Post. Hist. J. = *Postal History Journal*, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.

Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-1302.

Tenn. Posts = *Tennessee Posts*, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. J. = *Texas Postal History Society Journal*, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

Topic. Times = *Topical Times*, Wayne L. Youngblood, 4615 Lindell Blvd. Apt. 1102, Saint Louis MO 63108.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.

UN Jour. = *The Journal of the United Nations Philatelists*, Blanton Clement, Jr., P. O. Box 146, Morrisville PA 19067-0146.

U.S.C.C. News = *U.S. Cancellation Club News*, Roger D. Curran, 20 University Ave., Lewisburg PA 17837.

US Spec. = *The United States Specialist*, Leonard Piszkiewicz, 951 Rose Court, Santa Clara CA 95051.

Vermont Phil. = *The Vermont Philatelist*, Glenn A. Estus, PO Box 451 Westport NY 12993-

COVER ILLUSTRATION

“Overland Mail,” a chromolithographed card designed in 1889 to fit inside a slender package of cigarettes made by W. Duke, Sons & Co. of Durham, North Carolina. The design was one of 50, and J. Walter Scott provided both the used foreign postage stamps to be affixed on the cards at random and the album in which to collect the stamps once they’d been soaked off. From Scott to the Duke company: “... your generous distribution of genuine stamps on your cigarette cards has made this album a necessity. Many who have never seen a foreign stamp before have now become eager collectors and are waiting for a place to arrange their collection systematically.” The scenes on the cards depicted details of mail transportation and delivery in the United States as well as postmen of other countries. The depiction of plains Indians attacking the Overland Mail coach was fairly common – though actual mail robbery by natives was not (horse thievery was another matter!). For instance, in the 1885 British children’s book, *The Royal Mail Picture Book*, printed by L. Van Leer & Co., in Holland, a plate, “Attack on the Overland Mail,” showed a scene very similar to the Duke’s card, with a poem:

Stanza 12:

The letter from the far, far West,
Where fierce Red Indians roam,
Has many thousand miles to go
Before it reaches home.
'Tis carried swiftly overland,
Across the prairie wide,
With soldiers on the coach to guard
The precious bags inside.
The Indians plot to rob the Mail,
They lurk behind a bush,
And when they see the coach-and-six
They make a sudden rush.

Stanza 13:

With bows and arrows see them shoot
The men who guard the Mail,
The Indians fall, the coach drives on
With speed o'er hill and dale.
It reaches port, the vessel waits
Once more to cross the main;
With steam and sails it speeds along,
And enters port again.
And there is joy throughout the land –
In many a humble home,
To know that letters from afar
Have come from those who roam.

Colonial Postal History

a review by Timothy O'Connor, MD

American Passage – The Communications Frontier in Early New England by Katherine Grandjean (219 pages with 75 pages of useful endnotes and annotations) Harvard University Press 2015.

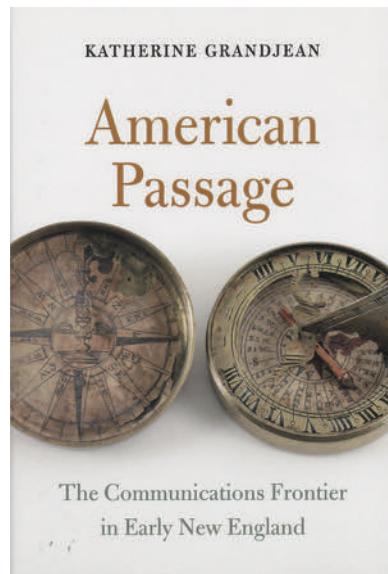
American Passage sheds light on the transmission of manuscripts in Colonial America. Using the resources of various historical society collections, Professor Grandjean's archival research reimages the transit of mail in a 40-year period of time, 1635 to 1675. Her database was generated from the thousands of Winthrop manuscripts of the Massachusetts Historical Society. The Winthrops were ruling elites of Boston, New London, and Hartford, and so the information has a Northeastern bias. Their letters do include some contact with New York and beyond, however. Purposefully, Grandjean's text does not inquire into transatlantic mail, and thus the one mention of Boston Postmaster Richard Fairbanks is incidental.

Early American colonial settlements were coastal, or at least accessible by boats. Frightening distances separated these clusters of religiously disparate peoples, many of whom would rather communicate with England or Europe than each other. Sometimes, when politics, disputes, illness, and aggression threatened, some form of formal communication was warranted, even emergently necessary. Grandjean makes the case that reliable methods of delivering letters did not exist in that early time period. The Winthrops and their circle of confidants found trustworthy Native Americans, willing to perform the task. The Indians did so with remarkable speed and reliability. Much of her text documents the colonists' dependency on the natives, their satisfaction with native service, and their concerns with increasing native depredations. Grandjean makes the case that native mail carriers were an essential part of early colonial life.

There is a welcome chapter about written communications during the second Anglo-Dutch Sea War, 1672–1673, a period of time 20 years after England had conquered New Amsterdam, relieving Peter Stuyvesant of the responsibility. This moment in colonial history documents Governor Francis Lovelace of New York and his efforts to secure military assistance from the New England colonies. This interlude has useful information about Lovelace's Intercolony Post and the creation of the Boston Post Road.

The treatise closes just before the onset of King Philip's War in 1675 with its horrible consequences to the population, let alone the disruption in postal matters.

This text is perfect for a committed colonialist, not a postal historian. In fact, postal historians specializing in other time-frames may find this effort a bit distant and unappealing, particularly because the treatise lacks any photos of manuscripts of the period. This book was primarily written to underscore the central role of the Native Americans in the carriage of mail.



The Italian Enclave in Switzerland: Campione

a review by Joseph J. Geraci

Campione, l'Enclave Italiana in terra svizzera, Storia e poste, by Edoardo P. Ohnmeiss, in Italian, 11.5 x 8.5 inches, 91 numbered and 11 un-numbered pages (102 in all), card covers, glued spine, published in 2013, inquire for costs and availability from the author at C.P. 1224, Cordusio 4, I-20123 Milano (MI) Italy.

Not much has been written about this Italian enclave in Switzerland located on the east bank of Lake Lugano. The author has been accumulating documents and postal history of the area for about 70 years. In that time, he has assembled many rare and interesting items.

The work is divided into two parts, one of the history of Campione, and the other concerning philately and postal history. A detailed map is provided of the area encompassed by Campione, both on land and its extent into the lake. The history of the area is traced from the Celts, to the Romans, the Barbarians, the Ostrogoths, the Longobards, the French under Charlemagne, to the testament of Totone the Younger (illustrated) which permitted the construction of an inn for travelers, to be managed by the monks of St. Ambrose, at Campione. A history of medieval Campione follows, with the evolution of the name "Campione" (meaning "sample"), which may have been derived from the old form of the name "Campolione".

The earliest letter the author records is an incoming letter dated 1809, from the Napoleonic period, that probably arrived via the lake, by boat. At the Congress of Vienna in 1815, where the boundaries of Europe were redrawn, Campione was awarded to Austrian Lombardy, and remained so until July 1859 when Lombardy was signed over to the Kingdom of Sardinia. Until this point, Campione did not have its own post office or postmark, but in June 1861, Campione was assigned a single circle datestamp. When numeral obliterations were assigned in early 1873, Campione was given number "605" which remained in use until about August 1882. The progression of various types of datestamps to the present day follows the same pattern and designs as were used in the rest of Italy.

A large section of the work is devoted to the autonomous issues of 1944, both definitive and pictorial. Die proofs of the first definitive issues are known, as well as samples, or specimens, overprinted "saggio" but are not illustrated for any other issue. The two printings of the definitive series are differentiated by their perforation gauge (11.5 versus 11), and were apparently accepted as prepayment of postage to Switzerland, Germany and Sweden.

With illustrations in full color throughout, the book is a good reference to the interesting story of this little Italian enclave in Switzerland, the only part of Northern Italy to remain loyal to the Monarchy after September 1943.

BACK ISSUES: The editors can offer the following numbers of the *Postal History Journal* @\$15 (PO Box 477, West Sand Lake NY 12196; checks made out to the Society, or PayPal at www.postalhistorysociety.org): 58, 61, 62, 64, 68, 70-81, 83, 84, 85, 87, 88, 89, 118, 119, 121, 122, 123, 129, 132, 137, 141, 142, 144, 145, 146, 149, 150, 152, 153, 155, 156, 157, 159, 160, 161. **The postal museum especially needs 158 to complete a run - is there a spare out there?** agatherin@yahoo.com

Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General – Disinfection

“La posta sterilizzata negli anni due mila,” by Enrico Garrou, draws a comparison between the disinfection practices of the nineteenth and twentieth century and the sterilization actions taken with regard to mail after discovery of the anthrax letter sent to Senator Daschle. Covers bearing examination or sterilization markings are illustrated, 2001-2002. (*Il Foglio*, No. 180, June 2014. Rivista dell’Unione Filatelica Subalpina, Via Petrarca 12, 10126 Torino, Italy.)

General – Postal Equipment, Cancellation Machines

“From Duplex to Mechanical: The Evolution of Experimental & Early Machine Postmarks Worldwide... 1857-1920’s [Part 1],” by Jerry H. Miller, focuses upon early attempts to develop postmarking machines which would speed up the processing of mails, and includes information on British machines manufactured by Pearson Hill, George Creswell, Charles Rideout, United States machines by Marcus Norton, John McAdams, Timothy Palmer/ Henry Clark, the Leavitt Brothers, Martin Ethridge, Barr-Fyke electrical machine, a New Zealand machine by Robert Vaille, and the German manufactured Fischer/Mass/Hinrichsen machine, and the Wilhelm Löffelhardt/George Haller machine. “[Part 2]” continues by discussing and identifying machines invented and manufactured by Hostler (German), Mellet (Dutch), Roelants (Dutch), Daguin (French), Ethridge (American), Young (American), Bickerdike (Canadian), Hey (American), Barry (American), Barr-Fyke (American), Ielfield (American), Krag (Norwegian) and Sylbe & Pondorf (German). (*Collectors Club Philatelist*, Vol. 93, Nos. 3 and 4, May-June 2014, and July-August 2014. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

Albania

“Gli uffici postali austriaco, ottomano e italiano a Jannina,” by Mario Chesne Dauphiné, reviews each of the three powers operating post offices in Janina, providing background and history of each. The Austrian post office was opened in 1857; the Ottoman office had existed previous to 1840, while the Italian office was opened in 1902. (*Bollettino Prefilatelico e Storico Postale*, No. 179, April 2014. Organo Ufficiale dell’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

Belgium

“Un mini – stato neutro del cuore d’Europa dal 1816 to 1919,” by Massimo Mancini, explores the territory of Moresnet, located entirely within Belgium, created by the 1815 Congress of Vienna, jointly administered as a neutral state by Netherlands/ Belgium, and Prussia/ Germany, describes its history, provides a map of the area,

and illustrates known datestamps and postmarks of the territory. (*Il Foglio*, No. 179, March 2014. See address of contact under General – Disinfection.)

Bolivia

“The Travelling Post Offices of Bolivia: The Antofagasta & Bolivia Railway: the Era of Expansion 1907-1930,” by Barry Hobbs, provides a map of the Antofagasta & Bolivia Railway and illustrates postal markings applied at various stations along the line, as well as the history of the railway. (*Postal History*, No. 350, June 2014. Postal History Society Secretary Steve Ellis, 22 Burton Crescent, Stoke-on-Trent, ST1 6BT, England, U.K.)

Canada

“Manufacturers of Quebec and Ontario Datestamps,” by Ferdinand Bélanger, presents historical information concerning several postmark manufacturers, including Brown & Gilmore (1765), M. Paul (1828), Morden & Company (1845), John H. Francis (1847), Thomas Wheeler (1852), Edmond Hoole (1854), Boston Hand Stamp Company (1855), Daniel Garden Berri (1855), Henry Thomas Pritchard (1873), Pritchard & Mingard (1875) and Pritchard & Andrews Company (1887). (*PHSC Journal*, No. 160, Winter 2014-2015. Secretary, Scott Traquair, P.O. Box 25061, RPO Hiway, Kitchener, ON N2A 4A5, Canada.)

“The Honourable Malcolm Cameron – Founder of Port Sarnia,” by Randy Evans, examines three letters, illustrating how multiperson business transactions took place on the frontier in 1844/ 1845. Cameron had business ventures in many areas, including real estate, a general store, a newspaper, logging, grain milling, manufacture of wooden barrel staves and shipbuilding, which required financial investment and caused him to frequently borrow money to augment his working capital. (*PHSC Journal*, No. 160, Winter 2014-2015. See address of contact under first entry for Canada.)

“The Joseph Gabel Klondike Gold Rush Correspondence,” by Kevin O'Reilly, examines a number of covers and letters which have appeared on Ebay over the past several years, sent by Joseph Gabel to a Mrs. Nellie White, in Chehalis, Washington. The correspondence relates to Gabel's trip to the Yukon in 1897 and his time there in 1898. The covers are listed in a table in date order and each is described. (*PHSC Journal*, No. 160, Winter 2014-2015. See address of contact under first entry for Canada.)

“Postal History of Calgary, 17 Avenue South.” by Dale Speirs, traces the history and postal history of this area where many sub-stations were established during the period 1906-2009. (*Calgary Philatelist*, No. 144, April 2015. Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta T2P 2L6, Canada.)

“Canadian Overseas Postal History: WWI Cover,” by Gordon McDermid, sheds new light on a 1915 cover bearing a rare steel handstamp of a Canadian Field Post Office canceling a 50 centime French stamp issued in 1900. (*B.N.A. Topics*, Vol. 72, No. 2, Second Quarter, 2015. Official Journal of the British North American Philatelic Society, Wayne Smith, 20 St. Andrews Rd, Scarborough, ON M1P 4C4, Canada.)

“Returned for War Tax,” by Victor Willson, discusses the 1915-1926 requirement that a one cent War Tax stamp be applied to all mail, both domestic and foreign, to help pay the costs of World War I. (*B.N.A. Topics*, Vol. 72, No. 2, Second Quarter, 2015. See address of contact under 5th entry for Canada.)

“P.O.D. Rules & Regulations,” by J. (Gus) Knierim, transcribes the regulations and procedures with regard to the treatment of registered mail passing through an office, as well as

treatment at offices which are terminal points of postal car routes, 1948. (*PHSC Journal*, No. 160, Winter 2014-2015. See address of contact under first entry for Canada.)

Ceylon

“From Ceylon to the King of Württemberg,” by Kees Adema and Kurt Kimmel, investigates an 1836 letter requesting intervention by the King of Württemberg to assist the writer in acquiring land, which he says was part of his uncle’s estate. The route of the letter is worked out, as well as the postage rates. (*Collectors Club Philatelist*, Vol. 93, No. 4, July-August 2014. See address of contact under General – Postal Equipment, Cancellation Machines.)

Colombia

“Pre WWI – Censorship Markings During the 1000 Days War (25 October 1899 – 6 December 1902,” by Federico Teppa, summarizes the history of this revolution, identifies and illustrates the censor markings used on mail from the Departments of Antioquia, Bolívar, Cauca, Cundinamarca, and Santander, during this time period. (*Civil Censorship Study Group Bulletin*, No. 183, July 2014. Secretary Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921.)

“SCADTA Mail from Costa Rica,” by Thomas P. Myers, delves into the usage of Colombian SCADTA stamps on airmail letters originating in Costa Rica, and addressed to Colombia, 1923-1931. (*Copacarta*, Vol. 32. No. 3, March 2014. Journal of the Colombia/Panama Study Group, Secretary Scott Scaffer, 15 Natureview Trail, Bethel CT 06081.)

Cuba

“Antilles, Postal Forgeries of 1871,” by Fernando Cabello Borrás, illustrates and discusses the differences between the genuine issues and the postal forgeries. (*Journal of Cuban Philately*, No. 19, January-March 2015. International Cuban Philatelic Society, Secretary Laura María Herrera, P.O. Box 34434, Bethesda, MD 20827.)

“The Express Mail Service in its Initial Stage,” by José Ramón Mallón Bauzá, reviews the beginnings of express mail service between Cuba, Panama, Mexico and the United States, and explores the postal rates applicable on mail utilizing this service, based upon four scarce 1927 covers which are illustrated. (*Journal of Cuban Philately*, No. 18, October-December 2014. See address of contact under first entry for Cuba.)

France

“The Second World War in Alsace–Moselle,” by Stanley J. Luft, delves with much detail into the history of Alsace–Lorraine during the war years, and illustrates and explains over 40 covers showing various aspects of military mail and the German occupation, 1940-1944. (*The Journal of the France & Colonies Philatelic Society*, No. 271, March 2014. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol BS8 3PG, England, United Kingdom.)

“The Forgotten War – The 3-Day Battle of Bizerte, 1961,” by David Trapnell, looks into the background and history of this conflict France had with Tunisia after Tunisia was granted independence on 20 March 1956. In short, the French refused to leave their naval base at Bizerte; Tunisian forces surrounded Bizerte and formed a blockade of the base; a French helicopter bringing in supplies to the besieged base was fired upon and France retaliated by strafing Tunisian positions. Two days later, some 7,000 French paratroopers were dropped and attempted to capture the old city of Bizerte, but were unsuccessful. Later, the U.N. Security Council brokered a deal between

France and Tunisia for the withdrawal of all French forces by 15 October 1963. The author illustrates thirteen French military covers posted at the time of the conflict. (*Postal History*, No. 349, March 2014. See address of contact under Bolivia.)

Great Britain

“‘R’ in a Circle Handstamp: Facts, Theories and Questions,” by R. B. Galland and K. Snelson, provides a table summarizing the characteristics of those examples of ‘R’ in a circle which have been recorded, and attempts to determine the meaning of this marking, 1810-1811. (*Postal History*, No. 350, June 2014. See address of contact under Bolivia.)

“Auxiliary Markings on GB Post Office Wrappers,” by Dr. John K. Courtis, illustrates and explains the usage of various auxiliary markings found on wrappers, such as “Liable to Letter Rate” “Contrary to Regulations” “Book Rate Above __ oz.” “1/2 d” (redirection charge) “P C” in box (postal charge) “Charged For/ Redirection/ BS” “Found in N.P.B./ Without Contents” “Undeliverable for Reason Stated at Back/ To be Returned to Sender/ Return Address Shewn on Cover” “Not to be Found” “Gone No Address” “More to Pay/ above __ oz” “Over oz/ 1d/More to Pay” (unframed circle) “Deficient Postage/ _____” and ends with two postage due Indian auxiliary markings found on British wrappers. (*Postal History*, No. 349, March 2014. See address of contact under Bolivia.)

“Bickerdike Machine Cancellations, 1897-1901 (Part 1),” by Pat Campell, discusses the situation in Britain concerning the introduction of cancelling machines from 1866-1897, and identifies the characteristics of the six types of machines employed. (For additional information, see also “General – Postal Equipment, Cancellation Machines” above.) (*Postal History*, No. 350, June 2014. See address of contact under Bolivia.)

“The Handling of Registered Mail at the Liverpool Censor’s Office in WWI,” by Graham Mark, describes how registered letters addressed to the Americas and West Africa, were handled and the markings applied to them. (*Postal History*, No. 350, June 2014. See address of contact under Bolivia.)

“WWI-GB – A New Handstamp, HS28,” by Graham Mark, illustrates two 38mm single circle handstamps enclosing “Parcels/(numerals)” on detained mail, so far found on only three examples, two of which are dated 1916. (*Civil Censorship Study Group Bulletin*, No. 183, July 2014. See address of contact under first entry for Colombia.)

Greece

“1941-1944 – la tragèdie grecque (prima parte),” by Ivan Cacitti, presents the story of the military conquest of Greece during World War II, the galloping inflation, the difficult economic situation which followed, and postal tariffs in force. (*Posta Militare e Storia Postale*, No. 130, March 2014. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)

“The Fall of Crete,” by Roger Callens, describes the German invasion of Crete and illustrates several covers mailed by Allied and German forces, 1941. (*Military Postal History Society Bulletin*, Vol. 53, No. 1, Winter 2014. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

Hawaii

“Hawaii: 1891 & 1892 Foreign Rate Changes,” by Jeffrey Erichson, provides information on First Class postage rates on foreign mail posted at Hawaii. (*Possessions*, No. 129, Second Quarter 2014. Journal of the United States Possessions Philatelic Society, Secretary Dan Ring, P.O. Box 113, Woodstock, IL 60098.)

Ireland

“A Short-Lived Irish Money Letter Rate of 1826,” by John Rawlins, illustrates a rare money letter dated December 1826, which was mailed under the provisions of the Act of 5 January 1826, which were revoked by the Act of 5 July 1827. (*Postal History*, No. 349, March 2014. See address of contact under Bolivia.)

Italy

“Servizi postali ferroviari in Toscana – 1861-1905, I primi ambulanti toscani, La fine del servizio postale delle ‘Strade Ferrate Toscane’ (prima parte),” by Alessandro Papanti, provides route maps and illustrates postal markings of the various lines, including Linea Firenze [Florence] - Livorno, Linea Firenze - Massa, and Linea Firenze - Pisa. “[parte seconda] Lo sviluppo degli ambulanti” shows a map of the railways of north western Italy, and discusses the development of the Linea Torino - Firenze, Linea Roma - Firenze, Linea Roma – Firenze – Bologna and Linea Firenze - Pisa, with illustrations of the ambulant postal markings used on these railway lines. (*Il Foglio*, Nos. 179 and 180, March and June 2014. See address of contact under General – Disinfection.)

“Lo sciopero postale del 1920 ed il servizio di posta istituito della Camera di Commercio di Milano,” by Valter Astolfi, provides the background and history of the postal strike of 1920 and the post established by the Milanese Chamber of Commerce together with rules and regulations worked out between the post office and the chamber for the handling and delivery of mail. Special adhesive stamps in several denominations were issued for this “local post.” (*Posta Militare e Storia Postale*, No. 130, March 2014. See address of contact under first entry for Greece.)

“Guerra di Spagna: L’Ufficio Postale Speciale 12,” by Giancarlo Vecchi, follows this Posta Militare (Fieldpost) datestamp issued to Italian “Volunteer” forces in Spain, from inception on 16 January 1939 to 31 May 1939, when the office was closed. (*Posta Militare e Storia Postale*, No. 130, March 2014. See address of contact under first entry for Greece.)

“La misteriosa avventura della nave *Duchessa d’Aosta*,” by Antonio Pasquini, tells the story of the treachery and illegal capture by the British of this Italian commercial vessel and a German vessel *Likomba* which had found themselves in open ocean when World War II commenced and had sought refuge in the neutral Spanish port of Santa Isabel, in Fernando Po, 1941. (*Posta Militare e Storia Postale*, No. 130, March 2014. See address of contact under first entry for Greece.)

“Il servizio postale regolare della L.A.T.I. sulla rotta sud-atlantica (quarta parte),” by Flavio Riccitelli, examines Italian mail addressed to Central and South America, and provides a table of surcharges applicable on airmail to the various countries involved. “[quinta parte]” reviews Spanish and Dutch mail which used the L.A.T.I. Italian air mail service to South America, and connected with flights to North America, in 1940 and 1941, illustrating many covers and explaining the postal tariffs. (*Vaccari Magazine*, Nos. 51 and 52, May and November 2014. Publisher Paolo Vaccari, Via M. Buonarroti 46, 41058 Vignola (MO), Modena, Italy.)

“Ettore Arcelli: An Italian in the Wrong Place at the Wrong Time,” by Ron Brown, tells the story of an Italian waiter employed at a hotel on Jersey, Channel Islands, since 1935, his internment by the British in June 1940, subsequent release by the Germans, and describes the routes, rates and censorship labels or handstamps applied to mail addressed to him from Italy. (*Fil-Italia*, No. 160, Spring 2014. Journal of the Italy

& Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

“Postcards, Covers & Newspapers Printed and Mailed by Italian Forces in Russia during WWII,” by Valter Astolfi, provides a map of the positions of the German, Italian and Russian forces between 1941 and 1942, illustrates a number of Italian post cards printed locally in Russia, using Cyrillic type font for Latin letters, endeavors to determine where these cards were printed and by whom, the reason for their printing since there did not seem to be a shortage of military post cards for use by the troops, and discusses the newspapers printed in Russia in Cyrillic type font as well. (*Fil-Italia*, No. 161, Summer 2014. See address of contact under sixth entry for Italy.)

“Postal History Aspects of the Transfer of Italian Prisoners of War from Egypt to India,” by Georgio Migliavacca, illustrates a Red Cross post card addressed to a captured Italian lieutenant and explains the markings on the card which directs it to be sent to a camp in India, where the officer was being held. (*Fil-Italia*, No. 160, Spring 2014. See address of contact under sixth entry for Italy.)

“Italian Military Internees – Their Story,” by Larry Nelson, reviews the history behind the capture and internment of Italian military personnel by the Germans after August 1943, providing details about the internment camps where they were held, in Poland, Ukraine, Belorussia and Germany, and illustrating post cards mailed by the internees back to their families in Italy. (*Military Postal History Society Bulletin*, Vol. 53, No. 2, Spring 2014. See address of contact under second entry for Greece.)

“La Posta Militare italiana nel territorio metropolitano, agosto 1943 / dicembre 1945 (terza parte),” by Luigi Sirotti, continues his study identifying the Posta Militare (Fieldpost) numbers associated with anti-fascist forces, their locations and useful facts about them. (*Posta Militare e Storia Postale*, No. 130, March 2014. See address of contact under first entry for Greece.)

“L’uso dei biglietti postali nella posta civile: Regno di Vittorio Emanuele III, Luogotenenza Regno di Umberto II e Repubblica Italiana, dall’estate del 1943 al dicembre 1946,” by Luigi Sirotti, examines the uses of postal stationery and letter cards, and the postal tariffs which were applicable on them for various periods of time, and illustrates many interesting usages. (*Vaccari Magazine*, No. 52, November 2014. See address of contact under 5th entry for Italy.)

“Sembra facile regolarizzare per posta fra Euro e Lire...,” by Carlo Giovenardi, relates the story of how postal rates were calculated between euros and lire during the period 10 September and 11 November, 2002, when it was possible to use Lire denominated stamps to pay euro rates. (*Vaccari Magazine*, No. 52, November 2014. See address of contact under 5th entry for Italy.)

Jamaica

“Jamaica: de Laurence of Chicago and Odom of Leicester,” by David Horry, ties the threads of World War II history together through exploration of the lives of several individuals and covers addressed to them, who may have acted as spies or agents for the British Government during the war. (*British Caribbean Philatelic Journal*, No. 253, October-December 2015. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanasgowa Dr., Connestee Falls, Brevard, NC 28712.)

“Further Notes on Jamaica World War II Censors,” by Hap Pattiz, looks at locally printed censor labels, prepared by a Jamaica printer when the London printed strips ran

out; also two covers censored twice, for some reason, once in England and once in Trinidad in addition to the Jamaica examination, 1939-1941. (*British Caribbean Philatelic Journal*, No. 253, October-December 2015. See address of contact under first entry for Jamaica.)

Japan

“1879 – A 12 sen Mystery Rate Cover to the Philippines,” by Florian Eichhorn, illustrates and describes a rare 1879 cover addressed to the Manila, Philippine Islands, prepaid with 12 sen “bird” stamp, which appears to have been an overpayment of 2 sen. This may be the earliest reported cover from Japan to the Philippines. (*Japanese Philately*, No. 404, April 2014. International Society for Japanese Philately, Assistant Publisher, Lee R. Wilson, 4216 Jenifer Street N.W., Washington, DC.)

“1879 Mystery Cover – A Mystery no More,” by Lee C. Scamp, follows up on the previous article by determining the date is not 1879, but 1878, and therefore fits into both the sailing schedule, and the proper postal rate. (*Japanese Philately*, No. 405, June 2014. See address of contact under first entry for Japan.)

“The Large Commemorative Datestamps of Japan (20 June 1902-24 April 1944),” by Charles A.L. Swenson, is a monograph devoted to recording the large commemorative datestamps used in Japan, by describing the event being commemorated, illustrating the datestamp in question, indicating what post offices were authorized to use this datestamp and the dates of use. They frequently appeared on post cards, which are illustrated in full color. (*Japanese Philately*, Monograph No. 21, June 2014. See address of contact under first entry for Japan.)

“1919 First Airmail Postcard; Surely Unique?” by Donald Polhemus, illustrates a postcard, franked with the specially overprinted airmail stamp sent as a souvenir of this inaugural flight from one prominent Japanese philatelist to another. (*Japanese Philately*, No. 404, April 2014. See address of contact under first entry for Japan.)

“[Pangborn and Herndon Non-stop Flight Across the Pacific]” by Ron Casey, describes this little known flight, and illustrates a cover taken on the journey, 1931. (*Japanese Philately*, No. 405, June 2014. See address of contact under first entry for Japan.)

“2014.04.01, New Domestic Postal Rates,” [by Ron Casey], provides a table of the new First and Second Class mail rates, special handling fees and letter pack rates. (*Japanese Philately*, No. 405, June 2014. See address of contact under first entry for Japan.)

Lombardy-Venetia

“I rapporti postal del Regno Lombardo Veneto con il Regno delle Due Sicilie, 1815-1866, (seconda parte)”, by Lorenzo Carra, examines mail between Lombardy Venetia and the Kingdoms of Sicily and Naples, with emphasis on postal rates on covers illustrated, which tie in with the Two Sicilies royal decrees of 10 June 1817, 10 Nov. 1832, 27 July 1842, and 1 July 1845. “(Terza parte)” looks at postal rates on correspondence between Lombardy, Naples and Sicily, as well as separately, between Venice, Naples and Sicily in an effort to reconcile Lombardy Venetian rates with Neapolitan and Sicilian amounts marked as due upon arrival, and comparing charges by route, whether by sea from the Adriatic, or via Genova. (*Vaccari Magazine*, Nos. 51 and 52, May and November 2014. See address of contact under 5th entry for Italy.)

“I rapporti postali del Lombardo Veneto con la Francia, 1844-1866 [prima parte],” by Massimo Moritsch, looks at postal tariffs based upon the Austro-Franco Convention of 3 September 1857, illustrates many attractive covers showing these rates and provides

a table of tariffs applicable to both prepaid and unpaid letters in France. [Seconda parte] adds to his earlier article, where now he is able to illustrate a September, 1863, business circular addressed to France franked with the correct rate of 6 soldi in stamps. (*Vaccari Magazine*, Nos. 51 and 52, May and November 2014. See address of contact under 5th entry for Italy.)

“Le marche da bollo del Lombardo Veneto usate postalmente verso il Ducato di Modena,” by Emilio Simonazzi, illustrates two covers sent from Lombardy Venetia to Modena, each bearing 30 centesimi revenue stamps, one of which was taxed as postage due in Modena, while the other was not, 1856. (*Vaccari Magazine*, No. 51, May 2014. See address of contact under 5th entry for Italy.)

Modena

“Ducato di Modena: La posta dei cavalli e la posta delle lettere,” by Giuseppe Buffagni, reproduces the sections concerning Modena from various postal guides indicating distances between towns, with a map showing some of the places mentioned, together with a detailed hourly schedule [1849] of the arrival of mails from each town and city, and reproduces a broadside indicating the taxes for carriage by horse-post [1769]. (*Bollettino Prefilatelico e Storico Postale*, No. 180, June 2014. See address of contact under Albania.)

“Cenni sui rapporti postali con l'estero dei Dipartimenti del Panaro e del Crostolo, Paesi italiani, Francia, Inghilterra e qualche altro (1798-1814) [prima parte],” by Fabrizio Salami, studies monetary exchange rates and weights in force, composition of postal tariffs, monetary parities and their impacts in the Republic of Piedmont, Parma and Liguria. (*Vaccari Magazine*, No. 52, November 2014. See address of contact under 5th entry for Italy.)

Netherlands East Indies

“Postal Agent on Board the Batavia – Singapore Mail Steamer, 1864-1875,” by Richard Wheatley, provides the history of this mail steamer line and illustrates a rare “Exp. Kr. Batavia MI Str.” datestamp, struck on the face of a pair of 10 cents first issue stamps, on 22 September 1868. He also illustrates Dutch “puntstempel” lozenges with the town numbers of Batavia – Singapore, Singapore and Penang. (*Netherlands Philately*, Vol. 38, No. 3, March 2014. Magazine of the American Society for Netherlands Philately, Secretary Ben H. Jansen, 1308 Pin Oak Drive, Dickinson, TX 77539-3400.)

“A Card Mailed Aboard the M.S. *Rengat* [should be *Rokan*],” by Ben. H. Jansen, discusses a postal card mailed aboard the steam vessel *Rokan*, addressed to Holland, correctly rated 12 ½ cents, and postmarked with the ship’s cancellation. The history of this vessel, owned by Koninklijke Paketvaart Maatschappij (Royal Packet Navigation Company) is also undertaken. (*Netherlands Philately*, Vol. 38, No. 3, March 2014. See address of contact under first entry for Netherlands East Indies.)

“The Exchange Control, 1947-1949,” by H.W. Hönes (translated from the Dutch by Ben H. Jansen), illustrates and describes a number of covers originating from the Dutch East Indies bearing stickers, or rubber stamps, stating compliance with currency regulations. (*Netherlands Philately*, Vol. 38, No. 3, March 2014. See address of contact under first entry for Netherlands East Indies.)

New Brunswick

“A Third 6d Quadrisection Cover in the ‘Miss Smith’ Correspondence is in the Tapling Collection,” by Spencer G. Sealy, discusses the Miss Smith correspondence which

comprises of more than 35 letters mailed at Saint John, New Brunswick, to one of two addresses in England during 1855-1863, and describes an 1860 cover in the Tapling Collection which was franked with one-quarter of a 6d stamp, in order to make up the transatlantic rate. (*PHSC Journal*, No. 160, Winter 2014-2015. See address of contact under first entry for Canada.)

Nova Scotia

“An 1853 Stampless Letter from Nova Scotia to San Francisco,” by Patrick J. Burns, discusses the rate and route of this unusual letter, one of only three stampless covers known to California. (*PHSC Journal*, No. 160, Winter 2014-2015. See address of contact under first entry for Canada.)

Roman States

“‘T.P’: Tassa provvisoria o tassa pagata?” by Stefano Alessio, provides examples of this scarce auxiliary handstamp, examines possible explanations of the meaning of “T.P.” and comes to the conclusion that it signifies “Tassa Pagata” (postage paid), probably applied and paid upon departure. (*Vaccari Magazine*, No. 52, November 2014. See address of contact under 5th entry for Italy.)

“Pontifical Corner: Usages of the Mezzo Bajoccho,” by Rev. Edward J. Mullowney, illustrates two exceptional uses of the one-half bajoccho stamp of 1852, one on an 1856 letter paying the rate between neighboring towns, and the other bearing two blocks of four to pay postage on an 1866 double weight letter from Rome to Spoleto, then across the border in Italy. Roman postage was not accepted – there was no postal treaty between the two nations at that time - so 40 centesimi in Italian postage due stamps were also affixed, to be paid by the recipient. (*Vatican Notes*, Vol. 62, No. 360, Second Quarter 2014. Official Organ of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

“Stato Pontificio: variazioni tariffarie interne [seconda parte],” by Massimo Manzoni, discusses some postage rate anomalies for Gualdo Tadino, S. Agata Feltria, Foligno, Pesaro and Rimini, illustrating the covers involved, 1852-1858. (*Vaccari Magazine*, No. 51, May 2014. See address of contact under 5th entry for Italy.)

Russia

“The Numbered Dotted Postmarks of Russia,” by Howard Weinert, explains the differences between the six different shapes and indicates the place name (in Cyrillic) associated with each number, where known. This project of associating numbers with towns has been going on for a long time, carried forward by various researchers, as he indicates in his Bibliographical References, and while Mr. Weinert has carried this study much further, more needs to be done. It is still a work-in-process. There are still numbers to be assigned to towns, and towns which need to be associated with numbers, particularly those numbers over “800” 1858-1879. (*Rossica*, No. 162, Spring 2014. Journal of the Rossica Society, Secretary, Dr. Alexander Kolchinsky, 1506 Country Lake Drive, Champaign IL 61821-6428.)

“Pick a Rate - Any Rate! Foreign Mail Franking in the Initial Months of the Russian Federation,” by Nikolai Sorokin, looks into the postal rates shown on a cache of covers received by the Voice of America in Washington, D.C., and finds great disparity, even on covers posted from the same city, probably due in large part from the confusion generated from the change over from the Soviet Union to the new Federation, 1992. (*Rossica*, No. 162, Spring 2014. Address of contact under 1st entry for Russia.)

Russia, Offices in China

“The Chinese Eastern Railway: A Kwangchentze Station Cancel”, by John D. Myke, illustrates and describes a rare Russian language station cancel on the face of a post card, 1913. (*Rossica*, No. 162, Spring 2014. Address of contact under 1st entry for Russia.)

St. Lucia

“St. Lucia KGVI Postmarks, 1937-1954,” by David Horry, illustrates 33 different datestamps used on the island, together with a map showing their locations. (*British Caribbean Philatelic Journal*, No. 253, October-December 2015. See address of contact under first entry for Jamaica.)

St. Thomas

“Virgin Islands vs. St. Thomas: How Tortola Lost its Battle for Postal Supremacy in the West Indies.” (See under Virgin Islands.)

Sardinia

“Dalla privativa postale ai cavallini di Sardegna, La prima idea di francobollo,” by Alessandro Bertucci, reviews the background and history behind the establishment of the “Cavallini” (cherub on horseback), illustrates the title page of the royal decrees of 7 November 1818, and 3 December 1818, where models of the blue, impressed image, and impressed dry seals were shown, and speculates that Roland Hill obtained his idea for prepaid postage from these documents, 1800 to 1840. (*Il Foglio*, No. 179, March 2014. See address of contact under General – Disinfection.)

“Cenni sui rapporti postali con l'estero dei Dipartimenti del Panaro e del Crostolo, Paesi italiani, Francia, Inghilterra e qualche altro, (1798-1814) [prima parte].” (See under Modena.)

“Una interessante convenzione,” by Paolo Vaccari, reproduces the agreement between the Compagnia Transatlantica (Transatlantic Company) and the Sardinian government to establish a subsidized line of steam navigation vessels between Genova and New York, and between Genova and several European and South American ports, to carry passengers, freight and the mails, 1853. (*Vaccari Magazine*, No. 52, November 2014. See address of contact under 5th entry for Italy.)

Spain

“Between WWs – An Introduction to Censorship During the Spanish Civil War – Part I: 1936,” by Mark Dutton, goes into the history of the civil war and the background of censorship by both the Nationalists (Franco’s forces) and Republicans (Socialist forces). Many types of censorship markings are illustrated. (*Civil Censorship Study Group Bulletin*, No. 182, April 2014. See address of contact under first entry for Colombia.)

Thurn & Taxis

“La Posta delle Fiandre, o dell’Impero, o dei Torre e Tasso: Il rapporto di François de Bors riguardo l’incarico in Italia, 1735,” by Giorgio Burzatta, is the translation of a long letter or report written in French discussing post routes, variations in postal rates, and time taken in transit of mail between various places in Holland, Tuscany, Germany, Switzerland and Piedmont. (*Bollettino Prefilatelico e Storico Postale*, No. 180, June 2014. See address of contact under Albania.)

Tunisia

“The Forgotten War – The 3-Day Battle of Bizerte, 1961.” (See under France.)

Turkey

“Turkish Yemen Postmarks - Earliest & Latest Dates,” by Carl Catherman, provides a table in alphabetical order by town showing the earliest and latest dates he has seen

in over 40 years of recording them. (*The Levant*, Vol. 7, No. 5, May 2014. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

Tuscany

“La posta in Toscana durante il periodo Murat,” by F. Finetti, E. Ohnmeiss and P. Saletti, is a booklet published for the “Toscana 2014” exhibition at Empoli which tells the story of Gioacchino (Joachim) Murat, one of Napoleon I’s best generals, and his three campaigns in Italy, together with a description of the posts in Tuscany under Murat’s occupation as well as postal markings found on documents and letters of the Murat period, 1813-1815. (*Il Monitore della Toscana*, No. 19, May 2014. Editor Alessandro Papanti, via Del Giglio 56, 50053 Empoli, (FI), Italy.)

“Studio sulle tariffe della corrispondenza fra Toscana e Regno di Sardegna dal 1819 al 1851: Convenzione Postale fra gli uffici di Genova e Livorno e non solo ...,” by Daniele Bicchi, lays out the postal tariffs in force in table form between the two nations, and divides them into three periods based upon the postal conventions of the day. (*Il Monitore della Toscana*, No. 19, May 2014. See address of contact under first entry for Tuscany.)

“Lettere scambiate tra la Toscana e il Regno Unito, 1850-1862,” by Mario Mentaschi and Vittorio Morani, examines mail exchanged between Tuscany and Great Britain, by way of the Kingdom of Sardinia and France, in light of the various postal conventions between Sardinia, France and Britain, which spelled out the various tariffs in force. (*Vaccari Magazine*, No. 51, May 2014. See address of contact under 5th entry for Italy.)

Two Sicilies – Sicily

“Storia postale di Nicosia dal 1786 al 1946, (parte prima),” by Franco Projetto, reveals the various postmarks of Nicosia, through the stampless period, the period of the Bourbon dynasty, the Garibaldian Dictatorship, the Sardo-Italian Lieutenancy, and the Kingdom of Italy, demonstrating the postal tariffs in force during each period. (*Sicil-Post Magazine*, No. 29, June 2014. Rivista della Associazione Nazionale di Storia Postale Siciliana, Prof. Dr. Umberto Balistreri, Via Salvatore Aldisio 3, 90146 Palermo, Sicily, Italy.)

“Sicilia 1859-1860, Trapani: ‘Vapore Commerciali’,” by Francesco Lombardo, brings to our attention several covers posted at the minor port of Trapani, upon which was written in manuscript “Vapore Commerciali”, which were permitted the tariff of 14 grana for one sheet of paper. (*Vaccari Magazine*, No. 51, May 2014. See address of contact under 5th entry for Italy.)

“Corrispondenza ‘Via Mare’ in Sicilia prima e durante la Dittatura garibaldina e la Luogotenenza sardo-italiana, (parte seconda),” by Vincenzo Fardella de Quernfort, illustrates and discusses a number of letters addressed to non-Sicilian, Italian or foreign destinations during the Garibaldi Dictatorship, and the Sardo-Italian Lieutenancy which followed, explaining the new postal rates and identifying the vessel which carried this mail. (*Sicil-Post Magazine*, No. 29, June 2014. See address of contact under the first entry for Two Sicilies – Sicily.)

Vatican City

“Vatican City Hotel Mail,” by Greg Pirozzi, provides a comprehensive overview of mail posted using hotel stationery envelopes, with their corner cards, many to foreign destinations, with high rates of postage, 1929-1973. (*Vatican Notes*, Vol. 62, No. 360, Second Quarter 2014. See address of contact under second entry for Roman States.)

Venetian Republic

“Lettera di cambio: l’assegno dei secoli passati,” by Adriano Cattani, looks into letters of exchange, which facilitated the transfer of money, and were the payment cheques of past centuries. Cheques had not yet been invented, so letters of exchange were the means by which capital could be transferred. The act of money exchange was facilitated by a dealer or trafficker in money or coinage, generally a banker, who moved it from one place to another by means of a letter or coupon authorizing such exchange. Several letters of exchange are illustrated and discussed, 1191-1797. (*Bollettino Prefilatelico e Storico Postale*, No. 179, April 2014. See address of contact under Albania.)

Virgin Islands

“Virgin Islands vs. St. Thomas: How Tortola Lost its Battle for Postal Supremacy in the West Indies,” by Giorgio Migliavacca, reviews correspondence between Christopher Saverland, Packet Agent at Falmouth, Francis Freeling, Secretary to the Post Office at London, Mr. Robinson, Postmaster at St. Thomas, and later, James Colquhoun, Virgin Islands Agent in London, concerning the suitability of a port of call stop at Tortola, which had a better harbor than St. Thomas, but which had less business and commercial activity than St. Thomas. (*British Caribbean Philatelic Journal*, No. 255, April-June 2015. See address of contact under first entry for Jamaica.)

Yemen

“Turkish Yemen Postmarks - Earliest & Latest Dates.” (See under Turkey.)

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The editors of the *Postal History Journal* were awarded a **Gold Medal & Reserve Grand for Literature** at StampShow in Grand Rapids in August. From the judges: “Articles are of the highest caliber by authors who are experts in their various fields, presenting us with new discoveries and a new understanding of previously known information. The foreign postal history in other journals is a very good feature. The cover of every issue is interesting and extremely well done.”

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message - Joseph J. Geraci

I am pleased to announce that we have a new President of the Postal History Society. Yamil H. Kouri, MD, has stepped forward and, even though he is involved with many other activities, has volunteered to take over the activities of PHS President. Yamil was nominated and elected as President at our Board Meeting at StampShow, Grand Rapids, MI, on August 21, 2015.

We enjoyed some other successes at Grand Rapids as well. We had six new members sign up for membership, and David Crotty gave a very interesting and informative talk on the "Development of Transatlantic Airmail Services, 1928-1945."

Director James Baird tendered his resignation to the Board, and Terence Hines (Class of 2017) was nominated and elected to the Board to replace him.

In resigning as Awards Chair, Alan Barasch has distributed the 2016 PHS medal awards to Barbara Johnson of the APS, and passed on remainders to Secretary George McGowan who will assume the Chairmanship. Exhibit committees desiring the PHS award for their exhibitions should write to Barbara, at the APS.

A correction to my June 2015 message: I did not tender my resignation as President but, having completed my term of office, declined to be re-elected for another two-year term – wishing to spend more time with collecting interests.

Our Annual Meeting for 2016 will be held at the Javits Center, during World Stamp Show, NY 2016. Time and place have not yet been established. We will also have a General Membership Meeting at the show venue, with the speaker to be announced.

We are planning to maintain a booth at NY 2016, from May 28 through June 4, and will need volunteers to man the booth in two-hour stints. It is never too early to seek volunteers, so those of you who are planning to visit this major philatelic event should let me know what days you will be attending the Show and approximately what hours you will available to help man our booth. My email address is j.j.geraci@att.net Manning the booth is not an onerous task, but can be a lot of fun meeting new people and introducing prospective members to the benefits of joining our Society. In order to assist Yamil, I plan to make up a schedule of volunteers to man our booth. The more people who volunteer, the easier it will be for everyone. Step up to the plate!

Since this will be my last message to the membership as President, I wish to thank the Board Members and the Editors for their cooperation and good will. Diane and Rob put a lot of hard work into preparing the Journal for publication every four months, and are our unsung heroes. In addition, our advertisers deserve our thanks as well, by helping to support the journal monetarily. Please patronize them!

Please Consider Supporting the Society

with a donation when, after the age of 70,
you are required in the United States to withdraw funds from an IRA

ANNIKA FILLION, age 13, was awarded the Youth Grand at StampShow 2015 (an award founded by our former Director Alan Barasch) for her exhibit: “U.S. domestic rates for first class surface postal and post cards between 1873 and today.”

“My dad used to take me to stamp shows and one year I helped him set up his exhibit at the Philatelic Show in Boxborough, MA which is 10 minutes from our house. While my dad and I looked at other exhibits, he said that I could do one myself. We needed to come up with ideas. We looked at a bunch of topical ideas but none of them caught my eye. While my dad was looking at the Wawrukiewicz and Beecher rates book for one of his exhibits, my dad had the idea for a postcard rates exhibit and suggested it to me and I thought it would be interesting. We went to the next local show and looked through cover boxes and picked up many postcards with different rates. After looking for another year, I had enough covers to complete the exhibit. After my first showing, I upgraded some of the items. I also got some support from other collectors sending me nice postcards. My dad’s friend Tony Dewey gave me the fore-runner postcard used on the title page. Over the past few years, I have had to add new cards because of the new USPS rates for postcards. As for my next adventure in exhibiting, I am unsure of what I will do but Teddy Bears is an option.”



CONGRATULATIONS to SOCIETY MEMBERS at STAMPSHOW 2015:

Champion of Champions Mark Schwartz with “Boston Postal History to 1851;” **Grand Award in Open Competition**, our new President Yamil H. Kouri Jr. with “The First Postal Issues of Spanish Antilles (1855-1865)” (also a Gold Medal and Best of Postal Division); **Gold Medals** to Edwin J. Andrews ““The 1924 Eagle in Wreath Issue: The First Gold Currency Stamps of Poland” (also the Polonus Philatelic Society Gold); Douglas N. & Nancy B. Clark “The Massachusetts Island Counties Postal History to 1890” (also Lighthouse Stamp Society Award); David Crotty “Transatlantic Air Mail Servies 1928-1945” (also American Air Mail Society Award); Joann & Kurt Lenz “The 6cent Theodore Roosevelt Definitive Stamp 1955-1968” (also American Philatelic Society 1940-1980 Medal of Excellence); Peter P. McCann “Monerrat: Postal History of a Caribbean Island” (also our Postal History Society Award); Jerry H. Miller “From Duplex to Mechanical” (also Machine Cancel Society Bob Payne Memorial Award); Kenneth R. Nilsestuen “Minnesota Territorial Centennial stamp - 1949;” Paul J. Phillips “The Coronation Year of King George V;” James R. Pullin “American Sailing Packets on the North Atlantic 1818-1840;” Martin D. Richardson “Boyd’s Local Post - New York Ciety: 1844-1911” (also American Philatelic Society Pre-1900 Medal of Excellence). **Writers Unit Hall of Fame:** Thomas Lera & Harlan Fiske Stone II. **Luff Award for Research:** J. Leo Harris.

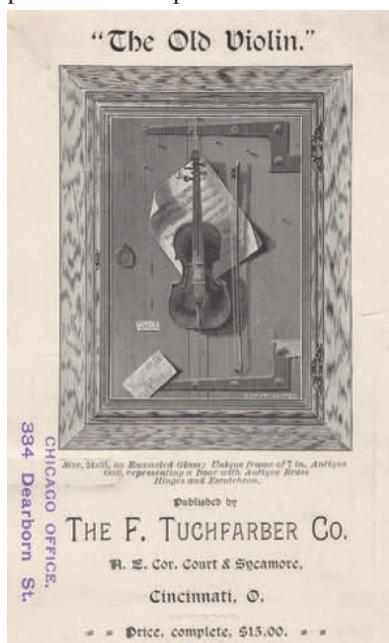
POSTAL REFERENCES in LITERATURE: From Adam Gopnik's 2009, *Angels and Ages: a Short Book about Darwin, Lincoln, and Modern Life*.

Page 33: [Edward Everett's two-hour set speech was classically rhetorical] "Lincoln's rhetoric is, instead, deliberately biblical. (It is difficult to find a single obviously classical reference in any of his speeches.) Lincoln, in turn had mastered the sound of the King James Bible so completely that he could recast abstract issues of constitutional law in biblical terms, making the proposition that Texas and New Hampshire should be forever bound by a single post office sound like something right out of Genesis.

Page 59: "For Lincoln, the language of legal argument was the true language of liberal eloquence. It was high democratic thought in its plain form, the goddess in a postman's uniform."

Page 67: "Yet – and this is what set him apart from most of the naturalists of his day, with their stamp-collector's *mentalité* – Darwin always thought as he saw; 'I am a firm believer that without speculation there is no good and original observation,' he wrote once." [Darwin might have been more of a postal historian!]

MORE about COVER to PHJ 159: In 1886, a Cincinnati publisher, F. Tuchfarber, printed a small promotional booklet (left) to advertise that he was selling reproductions



of William M. Harnett's painting "The Violin" - a painting he purchased from the 13th Cincinnati Industrial Exposition. Cited were quotations from Cincinnati papers reporting on the crowd's reaction (including "Why, a wooden man would enthuse over such a painting.") The trompe l'oeil envelope was variously called "a foreign letter in a dark blue envelope," "an envelope bearing upon its face the artist's name," and "a blue envelope ... stuck in the warped lower dorner of the door." Two reproductions were offered: one on enameled glass in a 7 inch antique oak frame at \$15, and one mounted on canvas and stretcher in a 3 inch hard wood frame at \$8. These 24 x 35 inch chromolithographs were considered Frank Tuchfarber's best work, executed with 17 stones. The Belgian Tuchfarber had worked as a lithographic artist for Donaldson Lithographic Company before starting his own business but, when it was failing in 1903, asked Donaldson to take it over.

CORRIGENDA: On page 12 of *PHJ* 161, the figure referred to is 10 not 14 and, in the graph, the orange line is total post offices; the purple line, post offices within 10 km from railroads; the blue line, from rivers. On page 18, Figure 5: one two-cent and two half-cent stamps, not three one-cent. On page 39, under Iowa, "Uniontown postmark ..." author Jim Petersen points out that William Boone [yes, with an e] Keith was with the Union side, fighting in Company K of the 12th Iowa Infantry. He befriended Joseph Graham, a soldier in the Confederate army when they met in Las Vegas.

The Editors' Corner

Diane DeBlois & Robert Dalton Harris <agatherin@yahoo.com>

In this issue, we chose articles that support both a more traditional and an experimental approach to postal history, as well as one that involved the postal in popular culture.

Steve Berlin, in looking for something new to collect in postal history, has been drawn to unusual interruptions of mail: train wrecks, post office burglaries, even insect damage (a 2013 article in the *American Philatelist*: What's Eating Your Mail?) and here he talks about mail robberies during war on three continents. The lead cover he showed us, with great glee, at the international show, London 2015, delighted that it was the earliest he had found with evidence of tampering.

We were proud to have published **Percy Bargholz**'s research of the Pacific Steam Navigation Company's carriage of mail through 1854 (a series that ended in 2003), and pleased to have **Jim Baird** contact him, allowing us to publish charts through 1859.

We are often approached by writers in other fields for information on the postal system. **Diane DeBlois** here shares the research she did (in the Congressional Reports of mail contracts, in the Official Registers, and in the fine work done by previous philatelists) about mail in Oregon Territory on behalf of a team of writers for television.

Dale Speirs continues his investigation of the small post offices – most of them gone – that dotted the Alberta landscape. His series particularly links the arc of a post office life to transportation developments. His work reminds us of the detailed geographic work that Cameron Blevins did in creating an interactive map of the U.S. over time, to show how important postal data is in appreciating the growth of both population and commerce. Blevins was one of the postal history researchers we contacted by live-feed video for a course at Summer Seminar in June. We'd like to share some notes on the content of that experience (the sessions were recorded, and can be accessed through the APRL).

Live-Feed Postal History Research: Brainstorming with the Pros

1. Public Policy & Postal Reform

Richard R. John (Professor of History and Communications at Columbia University, author of 1995, *Spreading the News: the Postal System from Franklin to Morse*, and 2010 *Network Nation: Inventing American Telecommunications.*) www.journalism.columbia.edu/profile/47-richard-r-john/10

- Writing about postal history can intersect with research that is (a) historical (b) social/cultural (c) political (d) on the economy.
- In the 19th century, postal transformations followed (a) nation building (b) new technologies (c) international agreements such as the UPU and the ITU. 20th century reforms included postal banking, and mechanical processing
- 21st century postal history: network vs reception theory, surveillance concerns
- Suggestions for reading: Richard John, "Postal Systems" in *International Encyclopedia of the Social and Behavioral Sciences*, Oxford 2015 (on line); Daniel Walker Howe, *What Had God Wrought: The Transformation of America, 1815-1848*, Oxford 2007

Thomas Lera (head of the scientific lab, at the Smithsonian National Postal Museum; editor of proceedings of Postal History Symposia published as part of *Smithsonian*

Contributions to History and Technology) lerat@si.edu

Daniel Piazza (Curator of Philately at the Smithsonian National Postal Museum; editor of *Vatican Notes*; literature chair for NAPEX) piazzad@si.edu

- researching postal history in Washington DC is expensive (lodging) and time consuming (researcher's badge; am & pm call slips); recommended is 3-5 days
- scholarships and fellowships – work must be published. www.postalmuseum.si.edu/scholarships
- National Archives (postal is RG28), Bureau of Engraving & Printing, USPS archives (contact Jennifer.lynch@usps.gov), Library of Congress (College Park storage has maps, pictures, oversize items)
- Tom will do lab work gratis with the VSC6000 on items sent through the mail..

David Hochfelder (Associate Professor of History at SUNY Albany; author of 2012 *The Telegraph in America, 1832-1920*. dhochfelder@albany.edu)

- Democracy required an informed citizenry, so public information required a universal postal system (high cost of correspondence to subsidize newspapers – cheap postal was the hope for social correspondence)
- public transport was postalized
- postal reforms of 1840s paralleled the telegraph (social vs business medium)
- today, there is no coherent public communications policy (beyond seeing citizens as consumers; the medium a business)

2. Postal Reformation

James Grimwood-Taylor (head of Cavendish Auctions; author of *The British Postal Reforms of 1839 and 1840*, available as a 12-part series of articles in *The American Philatelist* beginning June 1989)

- A general public used the mails, to make money for the Crown, beginning 1635
- postal rate creep supported Civil wars of 1640, 1642, 1649 - Napoleonic wars
- daily service between major centers by 1750; general by the 1790s
- Reform begins 1833; backing by merchants: Mercantile Committee; Rowland Hill managing the political persuasion
- after 1840 and the Penny Black reforms it took 20 years for a return to profitability for the Royal Post

The British Postal Museum & Royal Mail Archive, Chris Taft

- dedicated to showing that postal communications are embedded in world history
- extensive collection – freely available to researchers “a National Treasure of Global Importance”
- the Royal Mail collection begins in 1636
- royal mail ship collections include telegraphs from the Titanic
- rich in posters and graphics

David M. Henkin (Associate Professor of History at the University of California, Berkeley; author of 1999 *City Reading: written words and public spaces in antebellum New York*; 2007 *The Postal Age: the emergence of modern communications in nineteenth-century America* and 2014 textbook (inexpensive used copies on line) *Becoming America*, co-written with Rebecca McLennan, with an extensive chapter on mail)

- letter writing came of age as a private medium in the 1840s and 1850s (rather than an expression of state power or of commerce)

Call for Papers

The Ninth Postal History Symposium

June 2–3, 2016

Jacob Javits Convention Center, New York City

World Stamp Show – NY 2016

Theme of the Symposium:

“How Postal Treaties Influenced Post Office Reforms”

Sponsored by

**American Philatelic Society, American Philatelic Research Library,
Smithsonian National Postal Museum**

Deadline for proposals — December 1, 2015

The symposium seeks papers addressing any aspects of treaties affecting Universal rates and carriages and their resulting impact on post office reforms. How was payment or reimbursement to other countries to transport and deliver it accomplished? What were the differences between French and British Treaty implementation? What was the impact of the UPU on postal regulations?

Proposals for symposium papers may be submitted either as individual papers or in panels. Proposals should be no more than one page and be accompanied by a one-page curriculum vita with contact information (e-mail, phone, and address).

Please e-mail complete proposals to symposium@stamps.org by December 1, 2015. Notification of accepted papers will be issued in mid-February. Papers must be submitted by May 1, 2016. Conference papers will be posted on the American Philatelic Society and National Postal Museum websites.

Proceedings of the Symposium will be considered for publication by the Smithsonian Institution Press and for the David Straight Award, which includes a cash award and a stipend to attend the following Postal History Symposium.



- mail was, in the US, first a broadcast medium (newspapers)
- Industrial Revolution created the nuclear family: separation of work and residential space meant the development of rituals of intimacy divorced from the land
- email has textualized interactions that used to be conducted orally (in the street, by telephone, etc.)

3. Framing the Nation

Cameron Blevins (Ph.D. in History, Stanford University, Center for Spatial and Textual Analysis; Thomas D. Dee II fellow at the Bill Lane Center for the American West; post-graduate fellow at Rutgers University. www.cameronblevins.org)

- postal history intersects multiple “angles of society”
- postal data is a “gossamer network” takes the shape of a boom and bust landscape in the American West far more clearly than the census can.

Frank Scheer (founder of the Railway Mail Service Library)

- August 28, 1864 George B. Armstrong establishes route Chicago to Clinton Iowa
- 15 divisions (schedules) most of the 20th century beginning in 1877
- mail car was provided by the railroad, leased or rented to the POD per trip by size and number of clerks; usually 60 feet with 12 clerks; distribution of letters; of newspapers; bagging; special handling. Average trip 300-400 miles, 10-12 hours
- Schedules of Mail Routes and Distribution Schemes can be used to coordinate origin and destination via postmark and backstamp marks to identify the route

4. The Genius of the Collector

Timothy O'Connor (expert in colonial American mail; gold medal exhibitor)

- Early Postal History Project involving searching historical archives for earliest known postmarks (forming intellectual property that is a little like ‘counting coup’)
- archival research joins collector ‘booty’ to fill in the context & postal narrative
- little impetus to communicate among the colonies because of divisive religion, language, politics
- examples: Lovelace post in response to threat of war 1672; Pequot War interrupts postal arrangements; Neale patent

Randy Neil (editor of *The American Stamp Dealer and Collector*)

- his earliest experience in the hobby included writing (article for *Weekly Philatelic Gossip* at the age of 14)
- belief that periodical publication is emblematic of philately
- most interested in people of the hobby
- establishing ASD and C in 2006 was a strategy to underwrite the future of the hobby (now 4800 subscribers with a high ‘pass-along’ rate)
- “without a cover’s contents, there can be no postal history”

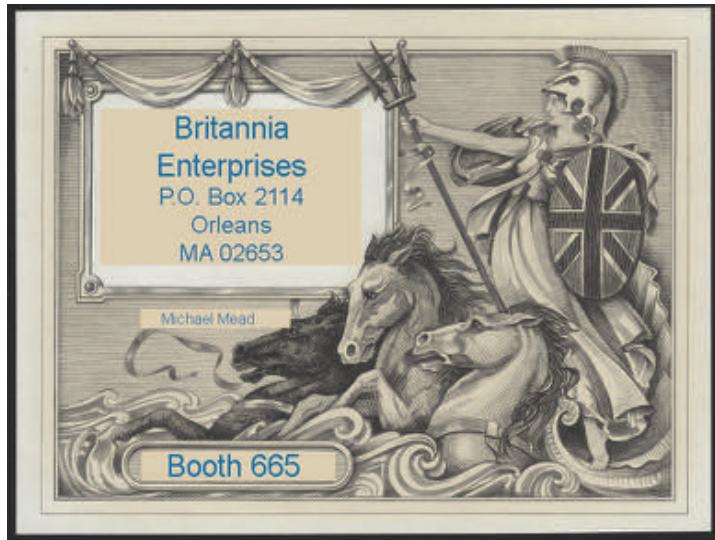
Art Grotens (gold medal exhibitor; Luff Award in research)

- serial monogamist as a collector: forms new collections to the point of a critical mass to discern a story towards exhibiting/publishing, then sells and keeps one trophy item (Rockwell Kent)
- his best successes have come from lateral thinking (Bertrand’s archives for Napoleon’s mail on St. Helena)
- some collections are best donated (to Adirondack Museum, after groundwork to ensure future use in exhibits, not dumped into a Black Hole)

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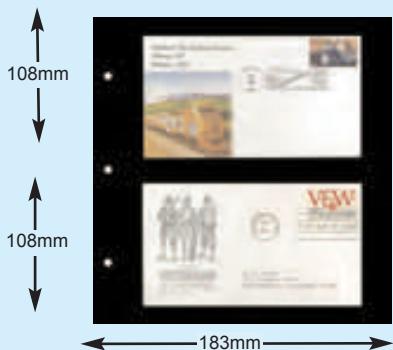
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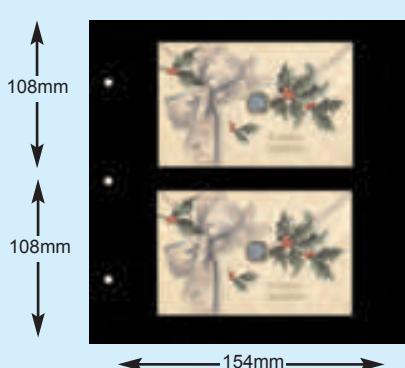
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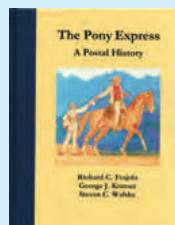
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